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LACROIX 8
CANADIAN GUIDE T

AND
BOOK OF REFERENCE.

WITH DESCRIPTIONS AND STATISTICS OF ALL PLACES
ALONG THE LINES OF
RAILWAY IN THE PROVINCE OF ONTARIO,
INCLUDING A DESCRIPTION OF THE
CITY OF QUEBEC.

BY HENRY LACROIX.

FIRST EDITION.

Entered according to the Act of Parliament of Canada, in the year one
thousand eight hundred and seventy-three, by HENRY LACROIX, in the
office of the Minister of Agriculture.

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OGDENSBURG—With Ferry to Prescott, thence *via* Grand Trunk Railway, for Toronto, Detroit, and the West; also with St. Lawrence & Ottawa Railway; and with Rome, Watertown & Ogdensburg Railroad.

ST. JOHNS—With Grand Trunk Railway, for Montreal, &c.

WHITE RIVER JUNC.—With Conn. & Passumpsic Rivers R.R., for White Mountains; and Northern R.R., for Boston.

BELLOWS FALLS—With Cheshire and Fitchburg Railroads, for Fitchburg, Worcester, and Boston.

SOUTH VERNON—With Connecticut River Railroad, for Springfield, New Haven, and New York.

RUTLAND—With Rensselaer & Saratoga Railroad, for Albany, Troy and New

York; and Harlem Extension Railroad, for Chatham Four Corners and New York.

PROVINCE LINE—With Grand Trunk Railway, for Montreal.

PALMER—With Boston & Albany Railroad; also with Ware River Branch, for Gilbertville, &c.

WILMANTIC—With Hartford, Providence & Fishkill Railroad, for Hartford, Waterbury, &c.

NORWICH—With Norwich and Worcester Railroad.

NEW LONDON—With Shore Line, for New Haven and New York, and with Providence and Stonington Railroad, and the Steamers of the Norwich & New York Transportation Company, for New York.

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NOTICE.—~~At~~ At DETROIT JUNCTION sure connection is made with the MICHIGAN CENTRAL RAILWAY—the OLD, RELIABLE and POPULAR route between Canada and the West. It is the only route connecting at Detroit Junction with all trains on Grand Trunk. It is DOUBLE-TRACK STEEL RAIL.—5 THROUGH EXPRESS TRAINS DAILY (between DETROIT and CHICAGO.) TWO NIGHT TRAINS EACH WAY ON SUNDAY—no change of cars—Baggage checked through to all points. PULLMAN's Palatial Sleeping Cars on night trains, and PULLMAN's elegant Parlor Cars on Day Trains. First class Eating Houses (with ample time allowed for taking meals) at Ann Arbor, Jackson, Marshall, Niles, &c.—FOR EMIGRANTS this Line offers unusual facilities: Luxurious Bathing Rooms, good Cars, &c.—THROUGH TICKETS can be obtained at all Railroad Ticket Offices.

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JAMES CHARLTON,
Genl. Passenger and Ticket Agent, Chicago.

J. C. McMULLIN,
General Supt., Chicago.

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GRAND TRUNK RAILWAY.

The Grand Trunk Railway extends from Portland, Maine, on the Atlantic, to Detroit, State of Michigan, a distance of 854 miles, to which adding branch lines owned, leased and operated, 523 miles, gives the total length of the Grand Trunk system, 1,377 miles.—Gauge of track, 5 feet 6 inches; except from Detroit to Sarnia, and from Sarnia to Buffalo; the latter has lately been changed to 4 feet 8½ inches. The Line is divided into operating districts, thus:—DETROIT (Detroit to Port Huron), 59 miles.—WESTERN (Sarnia to Toronto), 168 m.—CENTRAL (Toronto to Montreal), 333 m.—BUFFALO AND GODERICH AND BRANCH, 168 m.—PROVINCE LINE (Division), 40 m.—RIVIERE DU LOUP Branch (connecting with the Intercolonial Railway), 126 miles.—CHAMPLAIN (Montreal to Rouse's Point), 49 m.—MONTREAL AND ISLAND POND, 145 m.—QUEBEC AND RICHMOND, 96 m.—THREE RIVERS (Division), 35 miles.—PORTLAND (Island Pond to Portland), 150 m.—LACHINE Branch, 8 m.

C. J. BRYDGES,
Managing Director.

General Offices, Montreal.

JOSEPH HICKSON, Secretary and Treasurer.

PULLMAN PALACE CARS ARE RUN ON ALL DAY AND NIGHT TRAINS.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
		CHICAGO		342	168	Berlin	21
510	0	DETROIT	1	337	173	Breslau	21
507	3	Detroit Junction		327	183	GUELPH	"
502	8	Milwaukee Junction		320	190	Rockwood	22
491	19	Utica Plank		314	196	Acton (West)	"
485	25	Mount Clemens		311	199	Limehouse	"
475	35	New Baltimore		308	202	Georgetown	"
469	41	Ridgeway		306	204	Norval	"
459	51	Smith's Creek		300	210	Brampton	"
448	62	Port Huron	7	294	216	Malton	23
447	63	Point Edward	8	287	223	Weston	"
"	"	SARNIA	"	284	226	Carlton	"
443	67	Perch	9	279	231	TORONTO	"
434	76	Camlachie	"	268	242	Scarboro' Junction	69
425	85	Forrest	"	262	248	Port Union	70
416	94	Widder	10	258	252	Frenchman's Bay	71
407	103	Park Hill	"	256	254	Duffin's Creek	"
400	110	Ailsa Craig	"	249	261	Port Whitby	"
393	117	Lucan	"	246	265	OSHAWA	72
387	123	Granton	"	236	274	Bowmanville	73
378	132	St. Mary's	"	232	278	Newcastle	74
				226	284	Newtonville	75
400	155	LONDON	35	216	294	PORT HOPE	"
368	142	Thorndale	"	210	300	COBOURG	78
378	132	St. Mary's	10	202	308	Grafton	79
367	143	STRATFORD	11	195	315	Colborne	79
				187	323	Brighton	80
736	143	STRATFORD	11	178	332	Trenton	"
361	149	Shakespeare	19	166	344	BELLEVILLE	"
354	156	New Hamburg	"	158	352	Shannonville	82
351	159	Baden	"	152	358	Tyendinaga	"
348	162	Petersburg	20	144	366	Napanee	"

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Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
134	377	Ernestown.....	83	158	2	Fort Erie.....	19
126	384	Collin's Bay.....	"	151	9	Bertie.....	18
118	392	KINGSTON.....	"	141	19	Pt. Colborne.....	"
110	400	Ballantynes.....	86	133	26	Wainfleet.....	"
101	409	Cananogue.....	"	128	32	Feeder.....	"
93	417	Lansdowne.....	87	122	38	DUNNVILLE.....	17
84	426	Mallorytown.....	"	114	46	Canfield.....	"
75	435	Lyn.....	"	109	51	Cook's.....	"
71	439	BROCKVILLE.....	"	102	59	Caledonia.....	"
65	445	Maitland.....	92	95	65	Middleport.....	"
58	452	PRESCOTT & Junc't'n.	"	92	68	Onondaga.....	"
50	460	Edwardsburg.....	99	88	72	Cainsville.....	"
45	465	Iroquois.....	"	85	76	BRANTFORD.....	15
38	472	Morrisburg.....	100	77	84	Paris.....	"
29	481	Aultsville.....	"	71	89	Richwood.....	"
27	483	Farran's Point.....	"	68	92	Drumbo.....	"
23	487	Dickinson's Land.....	"	63	97	Bright.....	"
18	492	Mille Roches.....	"	53	107	Tavistock.....	14
13	497	CORNWALL.....	"	45	115	STRATFORD.....	11
5	505	Summerstown.....	101	40	120	Sebringville.....	12
—	510	Lancaster.....	102	32	128	Mitchell.....	"
Buffalo & Goderich Branch.				27	133	Carronbrook.....	"
160	..	RUFFALO.....	—	21	139	Seaforth.....	"
				13	148	Clinton.....	13
				160		GODERICH.....	"

GREAT WESTERN RAILWAY.

The Great Western Railway—of 4 feet 8½ inch gauge—(main line) extends from Niagara Falls to Windsor, 229 miles, with the following branch lines:—TORONTO Branch, (from Hamilton to Toronto) 39½ miles.—WELLINGTON, GREY AND BRUCE, (from Harrisburg to Southampton) 128¾ miles, with Southern Extension (lately completed), from Palmerston to Kincardine 67 miles.—SARNIA, (from Komoka to Sarnia) 51 miles.—PETROLEA, (from Wyoming to Petrolea) 5½ miles.—BRANTFORD, (from Harrisburg to Brantford) 8 miles.—LONDON AND PORT STANLEY, (from London to Port Stanley) 24½ miles.—AIR LINE, lately completed, running with but a little deviation from a straight line, (from Glencoe to Fort Erie and Buffalo) 150 miles—will cross over the Niagara River, from Fort Erie to Buffalo, on the International bridge now in course of construction,—and the WELLAND BRANCH (from Merriton to Welland Junction), 14½ miles.—Sidings 79 miles. Total length of Railway 796¾ miles.

W. K. MUIR,

Gen. Supt.

General Offices, Hamilton.

PULLMAN PALACE CARS ARE RUN ON ALL DAY AND NIGHT TRAINS.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
		DETROIT.....	—	203	26	Stoney Point.....	32
229	...	WINDSOR.....	31	183	46	CHATHAM.....	"
221	8	Tecumseh.....	—	168	61	Thamesville.....	33
212	17	Belle Rivière.....	32	161	68	Bothwell.....	"
210	19	Rochester.....	—	156	73	Newbury.....	34

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
150	79	Glencoe.....	34	58	70	Palmerston.....	46
145	84	Appin.....	"	53	76	Harriston.....	"
140	89	Longwood.....	"	46	83	Clifford.....	"
134	95	Mt. Brydges.....	35	38	91	Mildway.....	"
130	99	Komoka.....	"	32	97	Walkerton.....	"
119	110	LONDON.....	"	23	106	Pinkerton.....	"
110	119	Dorchester.....	41	16	112	Paisley.....	"
100	129	Ingersoll.....	"	4	124	Port Elgin.....	"
95	133	Beachville.....	42	129	Southampton.....	"	
91	138	Woodstock.....	"	South Extension.			
86	143	Eastwood.....	43	67	PALMERSTON.....	46	
81	148	Gobles.....	"	62	5	Gowanstown.....	48
79	150	Princeton.....	"	58	9	LISTOWELL.....	"
72	157	PARIS.....	15	52	15	Newry.....	"
62	167	Harrisburg.....	43	45	22	Ethel.....	"
59	170	Lynden.....	48	39	27	AINLEYVILLE.....	"
55	174	Copetown.....	"	32	34	Bluevale.....	"
49	180	Dundas.....	"	29	38	WINGHAM.....	"
43	186	HAMILTON.....	49	16	51	Lucknow.....	"
37	192	Stoney Creek.....	53	8	59	Huron.....	"
32	197	Winona.....	"	67	Kincardine.....	14	
27	203	Grimsby.....	"	Sarnia Branch.			
22	207	Beamsville.....	"	61	LONDON.....	35	
17	212	Jordan.....	"	51	10	Komoka.....	"
11	218	ST. CATHERINES..	"	41	20	Strathroy.....	38
9	220	Thorold.....	55	35	26	Kerwood.....	"
3	226	St. David's.....	56	28	33	Watford.....	39
	229	SUSP'N. BRIDGE..	"	19	42	Wanstead.....	"
		NIAGARA FALLS..	"	16	45	Wyoming.....	"
Toronto Branch.				15	46	Petrolea Junction....	"
39		Hamilton.....	49	10	51	Mandaumin.....	40
38	1	Toronto Junction.....	—	61	Sarnia.....	8	
35	4	Waterdown.....	60	Petrolea Branch.			
34	7	Wellington Square....	61	5	Petrolea.....	39	
26	13	Bronte.....	"	1	4	Petrolea Junction.....	36
22	17	Oakville.....	"	5	5	Wyoming.....	36
14	25	Port Credit.....	62	Brantford Branch.			
7	32	Mimico.....	"	8	8	BRANTFORD.....	15
	39	Toronto.....	23			Harrisburg.....	43
Wellington, Grey & Bruce Brh.				London & Port Stanley Branch.			
129		Harrisburg.....	43	24	London.....	35	
123	6	Branchton.....	44	21	3	Pond Mills.....	40
117	12	Galt.....	"	19	5	Westminster.....	"
113	16	Preston.....	45	16	8	Glenworth.....	"
110	19	Hespeler.....	"	13	11	Yarmouth.....	"
102	27	Guelph.....	21	9	15	St. Thomas.....	"
88	41	Elora.....	46	4	20	White's.....	41
85	44	Fergus.....	"	24	Port Stanley.....	"	
78	51	Alma.....	"				
74	55	Goldstone.....	"				
70	59	Drayton.....	"				
66	63	Moorefield.....	"				

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Pge.	AIR LINE Branch.				Mls.	Mls.	STATIONS.		Pge.
	Mls.	Mls.	STATIONS.	Pge.					
46					64	83	Delhi		—
"					56	94	Courtland		59
"					53	97	TILSONBURG		"
"					46	104	Corinth Siding		—
"	150		BUFFALO		38	112	Aylmer		59
"	145	5	FORT ERIE	19	32	118	Canada Southern Cross'g		—
"	138	12	Stevensville	58	28	122	ST. THOMAS		40
"	129	21	Welland & Junction	"	22	127	Canada Southern Cross'g		—
"	128	22	Welland Canal		13	137	Thames Riv. Gravel Pit.		—
"	119	31	Marshville	58	150	GLENCOE			34
"	113	37	Michigan Road Siding...	—	Welland Branch.				
"	105	45	Darling Road Siding...	—	14		Merritton & Junction....		55
"	104	46	G. T. R. Crossing and Canfield Junction	—	12	2	Thorold		"
46					9	5	Allanburg		59
48					6	8	Port Robinson		"
"	97	53	Cayuga	58	2	12	Welland		58
"	92	58	Nelle's Corners	—	14		Welland Junction		—
"	84	66	Jarvis	58					
"	73	77	SIMCOE	"					
"	69	81	Nickville	—					

WELLAND RAILWAY.

This Railway—of 5 feet 6 inch gauge—to be soon altered to 4 feet 8½ inch gauge, extends from Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario, a distance of 25 miles, and forms an important link for the transportation of freight from the upper lakes to the seaboard. See descriptions of PORT COLBORNE, WELLAND, THOROLD, ST. CATHARINES and PORT DALHOUSIE—the most important stations on the line, at pages 18, 58, 55, 53, 18.

WM. PAY, Supt.

Head Office, St. Catharines.

CANADA SOUTHERN RAILWAY.

This new line of Railway—of 5 feet 8½ inch gauge—to be open for traffic about 1st June, 1873, is located through the Southern ten counties of the Province, an exceedingly prosperous agricultural district. This is the first road of any great length laid throughout with steel rails. There are no grades either on Main Line or Branch exceeding 15 feet to the mile, and 96 per cent of the line is straight. This Railway, it is expected, will afford great relief to all Western Roads. Its Eastern terminus is at Port Erie, at the West end of the Intercolonial Bridge, now being finished, over the Niagara River, nearly opposite Buffalo, connecting across with the New York Central and Erie Railways, and its Western termini (Main Line), are at Amherstburg, on the Detroit River—228 miles—and (Branch Line), at Courtwright (named after the promoter and president of the road), on the St. Clair River—66 miles. The old Erie and Niagara Road, now forming a Branch of the Southern, extends from Erie to Niagara—31 miles. Total length, 325 m.

This Railway will connect with the American Extension of its own line from Amherstburg to Chicago, and with another from the town of St. Clair, Michigan, opposite Courtwright, to Toledo, Ohio—the two extensions to join in one at a point about 30 miles West of Toledo. A splendid tunnel is being constructed at Amherstburg by this Co. to end on the American side, opposite. The track is all laid in Canada, and nearly so from Detroit to Toledo; from Amherstburg to Chicago, it will be all laid about 1st December next.

F. N. FINNIE,
Chief Engineer & Supt.

Head Office, St. Thomas.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
228		FORT ERIE.....	19	11	207	Woodslee.....	60
221	7	Stevensville.....	58	7	221	Colchester.....	"
212	16	Welland.....	"		228	Amherstburg.....	"
194	34	Attercliffe.....	59	St. Clair Division.			
186	42	Canfield.....	17	66		ST. THOMAS.....	40
180	48	CAYUGA.....	58	58	8	Southwold.....	—
170	58	Hagersville.....	59	53	13	Thames River.....	—
157	71	WATERFORD.....	"	47	19	Milburne.....	—
151	77	Windham.....	"	31	35	Alvinstone.....	—
145	83	Hawtreys.....	"	18	48	Oil Springs.....	60
140	88	Cornellville.....	"		66	Courtwright.....	"
135	93	TILSONBURG.....	"	Erie & Niagara Branch.			
129	99	Brownsville.....	"			TORONTO (by Steamer)	
123	105	Springfield.....	"	31		Niagara.....	57
110	118	ST. THOMAS.....	40	24	6	Queenston.....	58
102	126	Shedden.....	—	19	11	Suspension Bridge.....	56
91	137	Dalton.....	—	17	13	NIAGARA FALLS...	"
85	143	Bismarck.....	—	14	17	Chippawa.....	58
81	147	Rodrey.....	60	7	24	Black Creek.....	"
77	151	Taylor.....	—	31		Fort Erie.....	19
66	162	RIDGETOWN.....	60			BUFFALO.....	
53	175	Charing Cross.....	"				
43	185	Fletcher.....	—				
30	198	Comber.....	60				

NORTHERN RAILWAY OF CANADA.

This Railway—5 feet 6 inch gauge—was chartered 29th August, 1849. The length of the main line, from Toronto to Meaford is 115 miles, with a branch line of 23 miles, from Allandale to Muskoka Wharf, on Lake Couchiching; total length about 139 miles. This Railway runs through the counties of York, Markham, Vaughan and Simcoe, a rich farming and lumbering district.

General Offices,
Cor. Front & Brock sts., Toronto.

FRED. CUMBERLAND,
Managing Director.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
115		Toronto.....	23	46	68	Harrison's.....	65
110	5	Davenport.....	62	44	72	Utopia.....	"
107	8	Weston.....	23	41	73	Angus.....	"
100	14	Thornhill.....	62	36	78	New Lowell.....	"
96	18	Richmond Hill.....	"	28	85	Stayner.....	"
92	22	King.....	"	24	91	Batteaux.....	"
85	30	Aurora.....	"	20	94	COLLINGWOOD.....	"
80	34	Newmarket.....	"	15	100	Craigleith.....	66
77	38	Holland Landing.....	63	8	107	Thornbury.....	"
73	41	Bradford.....	"	115		Meaford.....	67
70	44	Scanlon's.....	"	Muskoka Branch.			
66	49	Gilford.....	"			Allandale.....	63
63	52	Lefroy (arrive).....	"	23		BARRIE.....	64
64	53	Bell Ewart.....	"	22	1	Gowan.....	"
63	52	Lefroy (depart).....	"	16		Hawkstone.....	"
58	56	Bramley.....	"	8	15	ORILLIA.....	"
52	63	Allandale (arrive).....	"		23	Muskoka Wharf.....	65
53	64	BARRIE.....	64				
52	63	Allandale (depart).....	63				

TORONTO, GREY & BRUCE RAILWAY.

The Toronto, Grey and Bruce Railway—of 3 feet 6 inch gauge—was incorporated in 1868, commenced in November, 1869, and opened for traffic in July, 1871. It is at present 88 miles in length, but an extension of 90 additional miles is under construction, to end at Owen Sound. It is contemplated to continue it from Mount Forest to Kincardine, county of Bruce. The cost of this Railway has been about \$16,000 per mile, including rolling stock and station buildings, complete. Bonuses in aid of the construction were granted by the municipalities along the line, also by the Government of Ontario, to the extent of about \$6,000 per mile, the capital bearing interest being thus reduced to \$10,000 per mile.—Great credit is due to Mr. George Laidlaw, the originator of this and the Toronto and Nipissing Railways, and father of the narrow gauge system on the continent of America, for the able way in which, with the assistance of the enterprising merchants of Toronto, notably Mr. John Gordon, of the firm of Gordon, McKay & Co., President, he has brought these Railways to a successful issue.

General Offices,
Cor. Front & Bay sts., Toronto.

N. WEATHERSTON,
General Supt.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
88		TORONTO	23	43	44	Alton	68
79	9	Weston & Junction	"	39	49	Orangeville	"
73	14	Humber Summit	67	32	56	Amaranth	"
71	16	Woodbridge	"	29	58	Waldemar	"
66	21	Klineberg	"	26	62	Luther Station	69
61	26	Bolton	"	15	73	Arthur	"
55	32	Mono Road	"	8	80	Kenilworth	"
47	41	Charleston	68		88	Mount Forest	"

TORONTO & NIPISSING RAILWAY.

This Railway—of 3 feet 6 inch gauge—was incorporated in 1868, and commenced in 1869, Honorable John Sandfield McDonald, Premier of Ontario, turning first sod. It was opened for traffic 12th July, 1871, and is at present 88 miles in length, from Toronto to Cobocok. The cost has been about \$16,000 per mile, including rolling stock, station buildings, &c., complete. Bonuses in aid of the construction were granted by the municipalities along the line, also by the Government of Ontario, to the extent of about \$6,000 per mile, the capital bearing interest being thus reduced to \$10,000 per mile. Mr. George Laidlaw, of Toronto, was the originator of this and the Toronto, Grey and Bruce Railways, and much credit is due to him, as father of the narrow gauge system on the continent of America, for the able way in which, with the assistance of the enterprising merchants of Toronto, notably Messrs. John Shedden, President; Gooderham & Worts, and others, for the successful issue of these Railways. This Railway runs through the townships of Scarboro', Markham, Whitchurch, Uxbridge, Reach, Brock and Eldon, one of the finest agricultural sections in the Province.

General Offices,
Cor. Front & Bay sts., Toronto.

WM. GOODERHAM,
Managing Director.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
88		TORONTO	33	29	59	Cannington	70
79	9	Scarboro Junction	69	25	63	Woodville	"
74	14	Agincourt	"	23	65	Midland Junction	"
68	20	Unionville	"	22	66	Argyle	"
66	22	Markham	"	17	71	Eldon	"
59	29	Stouffville	"	14	74	Portage Road	"
54	34	Goodwood	70	12	76	Kirkfield	"
47	41	Uxbridge	"	9	79	Victoria Road	"
39	49	Wick	"	88		Cobconk	"
35	53	Sunderland	"				

WHITBY & PORT PERRY RAILWAY.

This Railway—of 5 feet 6 inch gauge—runs from Port Whitby, on Lake Ontario, to Port Perry, on Lake Scugog, connecting the inland waters of the counties of Ontario, Victoria and Peterboro', for the purpose of trade with Lake Ontario. Its principal traffic consists in lumber, square timber, cordwood, grain and flour.—Length about 20 miles.

Head Office, WHITBY.

CHESTER DRAPER,
President.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
19	6	Whitby	71	4	15	Manchester	72
13	10	Brooklin	72	2	17	Prince Albert	"
9	13	Myrtle	"		19	Port Perry	"
6		Summit	"				

MIDLAND RAILWAY OF CANADA.

This Railway connects with the Grand Trunk Railway at Port Hope, and the gauge being the same, 5 feet 6 inches, so that goods shipped on the cars at Portland, Montreal, &c., can be taken through to the end of the line without transshipment. This road has its present N. W. terminus at Orillia, on Lake Couchiching, 87 miles, and has a branch line from Millbrook to Lakefield, running N. E., 23 miles; total length, 110 miles. The extension of the main line from Beaverton northward to Georgian Bay, is now under contract, and a large amount of work done,—whole extension, including a branch to St. John's Lake, 61 miles, to be soon completed. When this work will be done, it is claimed, this Railway will present the shortest and most direct route from the Western States to the seaboard,—the distance from Chicago to Montreal, being about 850 miles, and to Oswego, 800 miles. The following figures will to some extent show the amount of business done by this road. In 1871 there were 1,676,922 cubic feet of square timber shipped to Port Hope, and of sawed lumber, 65,520,000 feet, a. m.; of grain, 382,533 bushels, &c.

General Offices, Port Hope.

D. E. BOULTON,
President & General Manager.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
87		PORT HOPE	75	69	18	Millbrook	76
81	6	Quay's	76				
78	9	Perrytown	"	16	24	Fraserville	76
77	10	Campbell's	"	9	31	PETERBORO'	"
73	14	Summit	72		40	Lakefield	77

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
63	24	Bethany	77	38	49	Cambray	77
61	26	Brunswick	"	33	54	Oakwood	"
59	28	Franklin	"	29	58	Woodville	"
54	33	Onemee	"	21	66	Beaverton	"
46	38	Kelly's	"		87	Orillia	64
44	43	Lindsay	"				

COBOURG, PETERBOFO' & MARMORA RAILWAY.

This Railway—of 5 feet 6 inch gauge—was first opened in 1853. It is principally used by the Marmora Iron Mining Co. This with the considerable lumber trade derived from the Co.'s mills, on the north shore of Rice Lake, gives this Railway much to do.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
13		COBOURG	78		13	Blairton	79
		Harwood	79				

CANADA CENTRAL AND BROCKVILLE AND OTTAWA RAILWAYS.

BROCKVILLE AND OTTAWA RAILWAY.

This Railway—5 feet 6 inch gauge—extends from Brockville, S. on River St. Lawrence, to Renfrew, N. on River Bonnechère; distance 89½ miles, with a branch of 12 miles, running N. W. from Smith's Falls to Perth. Total length, 107½ miles.

Head Office, Brockville, O.

H. ABBOTT,
Pres. & Managing Director.

CANADA CENTRAL RAILWAY.

This Railway—5 feet 6 inch gauge—was formally opened for traffic on 15th Sept., 1870. It extends over a country devastated by late disastrous fires, from the City of Ottawa, the federal capital, to Carleton Place, 28½ miles. It connects there with the Brockville and Ottawa Railway, and is operated in connection with that road. It is contemplated to extend this Railway to Georgian Bay.

Head Office, Brockville, O.

H. ABBOTT,
General Manager.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
89		BROCKVILLE	87	54	35	Foster's	90
88	½	G. T. Junction	—	52	37	Franktown	"
84	5	Fairfield	88	48	41	Beckwith	"
82	7	Clarks	"	43	45	Carleton Place Junction	—
79	10	Bellamy's	"	42	46	Carleton Place	90
77	12	Jelly's	"	37	52	ALMONTE	"
76	13	Bell's	"	34	55	Snedden's	91
73	16	Wolford	"	28	61	Pakenham	"
68	21	Irish Creek	"	20	69	Arnprior	"
64	25	Story's	"	17	72	Braeside	"
61	28	Smith's Falls	"	15	74	Sand Point	"
59	30	Welsh's	89		89	RENFREW	"

Perth Branch.				Mls.	Mls.	STATIONS.	Pge.
Mls.	Mls.	STATIONS.		Pge.			
				25	2	Appleton - - - -	90
				23	5	Ashton - - - -	"
					—	Clary's - - - -	—
12		Smith's Falls - - -	88	14	13	Stittsville - - -	90
6	6	Pike Falls - - - -	89	8	19	Bell's Corners - -	"
	12	PERTH - - - - -	"	6	22	Britannia - - - -	"
Canada Central Railway.					28	OTTAWA - - - -	93
28		Carleton Place Junc. -	90				

ST. LAWRENCE & OTTAWA RAILWAY.

This Railway—4 feet 8½ inch gauge—runs from Prescott, on the St. Lawrence River, to Ottawa, the federal capital. Length of main line, 54 miles, with branch to Chaudière, 7 miles: total length, 61 miles. The road was commenced in 1852, and completed in December, 1854.

THOMAS REYNOLDS,
Managing Director.

General Offices, Ottawa.

Mls.	Mls.	STATIONS.	Pge.	Mls.	Mls.	STATIONS.	Pge.
54		PRESCOTT - - - -	92	23	31	Osgoode - - - -	93
52	2	Do. Junction - - -	"	15	39	Menotick - - - -	"
45	9	Spencerville - - -	93	11	43	Gloucester - - - -	"
38	16	Oxford - - - - -	"	7	47	Chaudière Junction -	"
32	22	Kemptville - - - -	"	54		OTTAWA - - - -	"

ADVERTISEMENTS.



IMPORTATION OF ANIMALS FOR IMPROVEMENT OF STOCK.

CUSTOMS DEPARTMENT,

Ottawa, Oct. 1st., 1870.

Notice is hereby given that His Excellency the Governor-General, by an order in Council, bearing date the 26th of September last, has been pleased to approve of the following Regulations governing the Importation of Animals for the improvement of stock, under Sec. 4, of 33 Victoria, Chap. 9.

REGULATIONS.

1. In all cases a certificate of purity of blood given by the breeder of the animal, and accompanied by a certificate of identification, signed and sworn to by the importer, should be furnished to the Collector at the Port of Entry.

2. In addition to the foregoing certificate, there shall be required in special cases, the further evidence hereinafter mentioned, viz:—

BLOOD HORSES.

3. A proper pedigree referring to the English or American Stud Book, to be given by the breeder in his certificate.

HORSES OF OTHER BREEDS.

4. Such horses having no Stud Book, an authenticated certificate of purity of blood and identification will be sufficient.

SHORT HORN CATTLE.

5. The breeder's certificate should embody a correct pedigree, referring to the English or American Short Horn Book.

HEREFORD CATTLE.

6. The pedigree should refer to the English Hereford Herd Book.

DEVON CATTLE.

7. The pedigree should refer to the English or American Devon Herd Book.

AYRSHIRE CATTLE,
ANGUS CATTLE,
GALLOWAY CATTLE, or
ALDERNEY CATTLE.

A certificate of purity of blood and identification will be sufficient, as first hereinabove prescribed.

8. And any other breed or description of cattle which is not specially named in the foregoing, shall be held to be included in the general description embodied in Regulation 1.

SHEEP, PIGS, AND POULTRY.

9. In these cases a similar certificate and identification will be required as in the next preceding case.

R. S. M. BOUCHETTE,
Commissioner of Customs.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, &c., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports, in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the MINISTER OF CUSTOMS has approved of the following "Regulations and Restrictions."

1st. Regular Stages and Hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd. Travellers intending to remain within the Dominion for a longer period than two days, are required in all cases to report and enter their horses, carriages and travelling equipage; and in cases where they do not intend to leave at the same port at which they enter, or are uncertain on that point, they must deposit with the Collector the full amount of duty on such horses, carriages and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the Port of Entry, may be allowed to enter as above, and in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition that such Bond shall be enforced if the time specified therein be exceeded.

3rd. The time to be allowed travellers in either case shall not exceed one calendar month; and if that term be exceeded, the entries shall be considered *bond fide* entries for duty, and be included in the accounts of the Port.

4th. All moneys received by the Collectors on deposit, under the above Regulations, shall be if possible deposited *ad interim* in a Bank, in Collector's name; and if there is no Bank available, then in some other place of security under the Collector's control; and a separate account of the receipt and disposal of such deposits shall be sent quarterly to this Department.

5th. The entry in each case should contain such a description of the horses, carriages, &c., as would enable the Collector or other Officer to identify them on their leaving the Dominion; and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

R. S. M. BOUCHETTE,
Commissioner of Customs.

CUSTOMS DEPARTMENT,
Ottawa, 8th March, 1869.

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PREFACE.

In presenting this new kind of Guide and Book of Reference to the public, the author may be allowed to intimate that it is just the sort of work required by all Canadians as a Travelling Companion, and Reference Book at home, and for strangers who wish to have a practical and somewhat detailed account of the country. This first edition comprises only the Province of Ontario and the settlements along the lines of Railway; but the Guide may be made to embrace hereafter all the Provinces and the steamboat routes throughout—with some alterations as to present plan—without losing its character as a pocket edition, even if it were of two vols., of 600 pages each. Even in that size and style, with a proper support of advertisements, and large editions, it could be sold at \$1 or 50 cents each vol.

If the Canadian public extends to this work even a commonplace reception, the author will feel bound to either go on with it himself or otherwise put it into good reliable hands for that purpose. Shall it live? Shall it fall?

The places which are cursorily described (not visited by the author) will hereafter receive due attention, and the deficiencies be made up in following editions. In such cases the author has, by permission, drawn from the gigantic and fine work of Mr. John Lovell—the Dominion Directory.

The second edition, which will soon be issued, within the year, will be more complete, and include the Province of Quebec, the manuscript for which is almost ready for the press.

With many thanks for the encouragement so far received in the way of advertisements, the author of this small beginning would request for the work in future issues the amount of acknowledgment which he believes it entitled to from business men and others.

HENRY LACROIX.

ADVERTISEMENT.

A rather lengthy description of the City of Quebec will be found at the end of the other descriptions, and is given as a specimen of the second edition, which will comprise the Provinces of Ontario and Quebec.

Any criticism or suggestions in reference to the following descriptions, or of a general character, are requested, and will be thankfully received by the author.

The (official) map of the Province of Ontario inserted in this book will be found to contain very valuable information for immigrants who seek a new home on Free Grant or other lands for sale by the Government.

The INDEX and MILEAGE TABLES should in all cases be consulted in reference to the names of the lines of Railway on which the following places described are situated. To avoid unnecessary repetition, that item of information has, as a rule, been left out of the descriptions.

LACROIX,

CANADIAN GUIDE

AND

BOOK OF REFERENCE.

MICHIGAN (U. S.)

DETROIT, 258 m. from Buffalo, 231 m. from Toronto, 564 m. from Montreal, 736 m. from Quebec, 861 m. from Riviere du Loup, 861 m. from Portland, by the Grand Trunk Railway, is 185¾ m. from Hamilton, 229 m. from Suspension Bridge or Niagara Falls, by the Great Western Railway.

The RUSSELL HOUSE, Witbeck & Chittenden, proprietors, is a first-class hotel, beautifully situated opposite the City Hall, and deserves all the patronage it gets and may receive.

Agents of City Express Cos. on board of Trains check baggage to any part of the city for 40cts per piece. Hack fare per person, within city limits, 50cts.

The City of Detroit, the Metropolis of the State of Michigan, and centering station of many Eastern and Western Railways, is linked to Canada by its origin, railway ties, and the inland seas or lakes which find their way to the Atlantic by the long and beautiful River St. Lawrence; and thus does it find a prominent place in this Canadian book. Its early Homeric-like history might more properly be written in French—in that tongue which many of the old inhabitants or their sons and daughters cherish and love to speak at this day; and, were that history written in anecdotal style, enlivened with the portraiture of the many strange characters who founded this and other *postes* (posts) of the Great West, the perusal would be very interesting, and throw valuable light over the official account. The *voyageurs* (*des pays d'en haut*) of the upper countries were in many cases polished men, enterprising merchants or traders, and able mechanics. They came here from Montreal principally, and that city was, for a long time, the port of supply for all their necessities and luxuries, with which, it seems, the first settlers could barely dispense during the feast days, especially at Christmas and on Easter days. At such times Detroit and the small villages in Michigan were much frequented

by the backwoodsmen and trappers, who came to meet their friends there and carry on a regular jollification, which would occasionally last several weeks. Men, women and children would then travel some fifty miles and more through the woods, afoot or on horseback, to assist at those feasts; and the way they amused themselves, day and night in succession, would seem a hard work for the *fast* boys and girls of these days to go through, were it described to them. Brocade dresses were worn by the fair sex on such occasions, which would seem too expensive to the fathers and husbands of these times. Many of the Indians would also accompany the pioneers on these trips, and take part by themselves or otherwise in the sports, repasts, songs and dances which these hardy and merry Normans knew so well how to inaugurate and keep up, on a huge scale—somewhat like the barbarians from whom they got or inherited a name only. The rejoicings in those early days of Michigan were carried on in a similar style, even after the New Englanders found their way there and began to speculate on the *sweats* of Jean-Baptiste and the lands of his red companion and friend. A childhood remembrance of one of those scenes which took place in 1833, in a then small village, forty miles from Detroit, is still fresh in the mind of the author.

It were wrong for any born "Wolverine" to ignore the true side of the history of his State, and cast in the background those who first brought it into existence—under the specious assumption that "possession is equivalent to title," to all intents and purposes. These suggestive remarks are freely made by the sons of the first settlers in and around Detroit in regard to Charles Lanman, the historian of Michigan, and, as a brother townsman with him of Rivière-aux-Raisins, or Monroe, 40 miles from Detroit, on the Michigan Southern Railway, the author would request the privilege of stating further some of the French names which before 1812 were widely known in and around Detroit, and which Mr. Lanman is accused of having ignored in his pages—while the English appear prominently as the first deserving of having "*bien mérité de la patrie*." The history of Detroit, and indeed of the whole Great West, almost up to the Gulf of Mexico, is so intimately connected with that of Canada, at its early period, that all French-Canadians can very well feel proud of their fathers and ancestors who acted as precursors and pioneers for another race now everywhere taking a prominent part in what pertains to present developments. The adventurous, far-sighted first settlers had to "paddle" their way in miserable canoes, and encounter untold hardships, while their followers quietly steam up and down with cool brows, without having to fear the tomahawk or treacherous arrow. At this day even in Detroit, Monroe and elsewhere, the French claim not only a fair name, but also in many cases a large share of the land and wealth.

The late Joseph Campau—the venerable patriarch of Detroit—may be cited among those who not only bore a good reputation, but amassed also great wealth. He was known by everyone as above reproach or blemish; and, as a typical illustration of the founders of Detroit and Michigan, no better man could be found to ornament these pages with a biography. The author feels delight in presenting it to his readers.

The City of Detroit—"Wawijachtenok" its Indian name—is situated on the North Shore of the Detroit River or Strait connecting Lakes Erie and St. Clair. The river is the boundary line between Michigan and Canada. The City is 18 miles east of Lake Erie, and 7 miles west of Lake St. Clair, in latitude 42 degrees 19 minutes and 53 seconds N., and lon. W. 82 deg. 58 sec. It was founded 1701, by M. de la Motte Cadillac, the first commander appointed by Louis XV. A company styled the "Company of the Colony of Canada" was incorporated at a convention held at Quebec, October 31st, 1701, which conferred upon them the right "to trade at Detroit in beaver and other peltries, to the exclusion of all private individuals." Charlevoix, a French Jesuit Missionary, in 1720, complains that English merchants sell merchandise to the Indians cheaper than the French do, thereby drawing all the trade to New York. The Detroit River is 25 miles in length, between Lakes St. Clair and Erie; the average width is 1 mile, depth 6

fathoms, current 2 miles an hour. There are 17 islands in the river. Peach Island was the home of Pontiac, the celebrated Indian chief; and Hog Island, now named Belle Isle, owned by the Campau family, is, with the first, the nearest to the city. The towns and villages on the Canadian shore are Amherstburg, near the entrance to Lake Erie, Sandwich, about 3 m. below Detroit, and Windsor, directly opposite the city. Fort Malden, on the same side, is situated just above Amherstburg, on the Sand Hill, about 3 m. below the city.

Three different sovereigns have claimed the allegiance of Detroit, and since it has been held by the United States its government has been three times transferred; twice it has been besieged by the Indians, once captured in war, and once burned to the ground. It has been the scene of one surrender, of more than fifty pitched battles, and twelve horrid massacres. The present site of the city was occupied by Indian villages at the time of the discovery of the country. In 1610 it was first visited by the French. The whole lake region, from its discovery until 1762, was under the dominion of France. The legitimate settlement of the city was in 1701, at which time a fort called "Ponchartrain" was erected. A valuable pamphlet, "Sketches of the City of Detroit," by Mr. Robert E. Roberts, of Detroit, published in 1855, contains in its 63 pages much information. It is, however, now out of print. From it the author has gathered the two preceding paragraphs.

It was in the neighborhood of Detroit that Tecumseh—the noblest of his race—rose, reigned and fell. He took part against the Americans in all the conflicts, from the defeat of Harmar in 1790 to the battle of the Thames in 1813, where he lost his life. The author's father and uncle were on intimate terms with the great red chief, and the latter's life was saved, when a prisoner of Major Proctor, by his intercession and good offices.

The population of Detroit is about 90,000, one-third German. It was first incorporated 18th January, 1802, and in 1824 the celebrated General, John R. Williams, was appointed first Mayor. The city revenue in 1871 was \$1,517,381.43c; assessment 1 per cent. The price of business lots on Woodward and Jefferson Aves. is from \$1,000 to \$1,500 a foot frontage, and a depth of 100 feet. Residence lots, on same avcs., on Fort st. and Lafayette av. average \$150 to \$200 a foot.

WATER WORKS.—The water is drawn through an iron pipe from the channel of the river; it is forced through a large iron main by steam engines, about one mile and a half into a reservoir having a storage capacity of ten million gallons; elevation of reservoir above the river, 75 feet. The water is distributed by 135 miles of pipes throughout the city. The estimated value of the Works is over one million. The services of the members of the Board are rendered gratuitously. There are 8 public Drinking Fountains, 6 steam Fire Engines, average capacity 500 gals. of water per minute; and 78 men are employed by the Fire Department. There are 60 Fire Alarm Stations. The Commissioners of the Metropolitan Police receive no salary or compensation for their services; they are appointed by the Governor. The force numbers 90 men. The Supt's. salary is \$1,800 per annum; Captain's \$1,200; Sergeant's \$900; Roundsmen \$800, &c. The House of Correction is a large and fine building, capable of accommodating 450 prisoners; value of establishment \$300,000; it is managed by the Common Council. There are 3 street railways, which pay annually to the city, as a license, one \$15, the two others \$25 for each and every passenger car, per annum. The length of tracks within city limits is over 13 miles. The streets are paved with wood blocks, stone and asphalt, the average cost \$2.32 per square yard. Washington, Madison and East Michigan Avenues are 200 feet wide, others 100 and 120. Many of the streets outside of business quarters are beautifully ornamented with various kinds of trees; the private residences of the wealthy are beautiful with Mansard roofs, and, seen hiding among the green foliage of gardens, beget a new charm. The square called Campus Martius is in the centre of the city; it contains the City Hall, a magnificent free-stone building in the Italian style, with

Mansard slate roof and elegant tower; the clock therein is a splendid piece of machinery, made in Chicago. The Fire Alarm bell is above it, and higher, at 180 feet from the street, is the lookout, from which a grand view of the city and surrounding country is obtained. Around the tower are fine figures representing Justice, Industry, Arts, Commerce. The City Hall faces on four streets. It is considered fireproof, having brick arches and iron beams for floors. The whole cost was about \$600,000. The City officers' salaries are—Mayor \$1,200 per annum; Recorder, \$2,000; City Clerk, \$2,000; Controller, \$2,000; City Attorney, \$1,800; City Counsellor, \$2,000; Treasurer, \$2,200; Surveyor, \$1,800, &c. The Public Schools are managed by a Board of Education composed of twenty members; two inspectors from each and every Ward, who hold office for two years, which is the general rule for all city functionaries. The last account for expenditure from and upon said buildings for one year is about \$75,000. Total of all expenses of the Board for 1871 over \$182,000. The average number of teachers employed during the year was 170; their salary \$78,675. The number of the street gas lamps is 1,041. Cubic feet of gas consumed 7,009,711 feet. Cost \$2 per 1,000 feet, and Government tax \$15,421.29, &c. The cash valuation of real and personal property in 1871 was \$74,509,303—20 per cent. being taken off the buildings. The German element lends to the city a social aspect quite eveninging; on Sundays it is more evident. The large "lager" establishments, where the "Dutch" congregate in the afternoon, look like so many bee-hives; the swarms buzz-buzz with merriness, and the foaming social glasses keep the strong evil spirits away, leaving the lively ones to animate and cheer the frequenters—men, women and children—who here seek for and find all kinds of enjoyments. The city cars run to Fort Wayne, which is garrisoned by the regulars. It is a favorite drive. The ferry boats continually ply between the city and Windsor, Canada; fare 5 cts. The immense ferry boat of the Great Western R. R. Co. crosses, carrying also freight and passenger cars.

The 'Michigan Soldiers' and Sailors' Monument, erected opposite the City Hall, was inaugurated on the 9th April, 1872, with solemn Masonic, civic and military ceremonies, the veterans parading the streets with their glorious colors pierced with balls and oftener torn to shreds in the bloody fraternal conflict. We assisted at the inauguration, and never shall we forget the several imposing scenes exhibited, nor the deep impressions we felt on hearing the discourses delivered by the patriotic orators. To the distinguished Michigan sculptor, Randolph Rogers, living in Rome, is due the conception of the granite monument; also the execution of the bronze figures which so richly ornament it. The whole structure is about 55 feet in height, surmounted with a colossal allegorical statue of Michigan. Four others, at a lower elevation, represent different corps of the Army and Navy. The bronzes and ornaments are from the celebrated foundry at Munich, Bavaria. The sum of \$58,000, secured by private subscriptions, has been expended on the monument, and about \$16,000 more will be applied on four other statues, railing, &c. Eight thousand Canadians served in the Michigan regiments during the late conflict, and forty-five thousand were in the Northern Armies.

THE DETROIT TUNNEL IN COURSE OF ERECTION.—By a charter obtained from the United States Congress, and by an Act passed in 1870, powers were given to the Michigan Central Railway and the Great Western Railway to construct a tunnel under the Detroit River for railway purposes. The capital stock is fixed at 3 million dollars, in shares of \$100 each. The tunnel must be completed in 6 years. The principal dimensions of this great work will be: Length between Michigan Central Railway Station and Great Western Station, 2-84 miles; length across the river, 3,000 feet; length from portal to portal, 8,568 feet; maximum gradient, 1 in 50 feet; depth under river, 97 feet; depth of water over tunnel, 51 feet; depth of clay above tunnel, 12 to 20 feet; diameter of tunnel, 18½ feet.

The Opera House, opposite the City Hall, is a very fine building; also the Post Office, close by, occupied by Customs Dept. on second story.

CHURCHES.—Baptist—First Baptist—First French—First German—Lafayette Avenue—Park Street—and Second (colored).

CATHOLIC.—Cathedral of St. Peter and St. Paul—Most Holy Trinity—Our Lady of Help—St. Ann's Cathedral (French)—St. Boniface (German)—St. Joseph (German) St. Mary's (German)—St. Patrick's Chapel—St. Vincent de Paul.

CHRISTIAN.—Central Christian Church—Disciples of Christ.

CONGREGATIONAL.—First and Second.

EPISCOPAL.—Christ Church—Grace Church—Mariners' Free Church—St. John's—St. Paul's—St. Peter's—St. Stephen's.

LUTHERAN.—Bethel—German Evangelical—First German Reformed Zion's—German Evangelical Lutheran Salem Church—Emmanuel German Lutheran Church—St. John's German Evangelical—St. Matthew's German Evangelical—Trinity German Evangelical.

METHODIST.—Central Methodist Episcopal—First German, M. E.—Jefferson Avenue Chapel, M. E.—Lafayette Avenue, M. E.—Second German, M. E.—Simpson, M. E.—African, M. E.—Independent, M. E.

PRESBYTERIAN.—First Presbyterian—Fort Street Presbyterian—Jefferson Avenue Presbyterian—Scotch Presbyterian—United Presbyterian—Westminster Presbyterian.

JEWISH.—Beth El Temple—Synagogue of Shaary Zedeck.

MISCELLANEOUS.—Christadelphian Society, No. 1—Do. No. 2.—Detroit Society of Spiritualists, with children's Progressive Lyceum.—First Congregational Unitarian.—New Jerusalem (Swedenborgian).

CONVENTS.—of the Sisters of Charity—of the Sacred Heart—of Notre Dame (German).

LIBRARIES.—Detroit Bar Library, 3,200 vols.—Detroit Public Library, under City charge, 22,000 vols. The revenue is derived from fines in the Police and Central Station Courts.—Mechanics' Society Library, 4,000 vols.—Young Men's Library, 13,000 vols.

NEWSPAPERS.—(dailies)—Detroit *Tribune* (republican), established in 1836, capital \$100,000.—Detroit *Free Press* (democ.).—*Daily Post* (repub.), capital \$100,000.—Detroit Daily and Weekly *Union* (demo.).—The Michigan *Volksblatt* (German), (demo.).—Michigan *Journal* (German).—The Detroit *Tagliche Abend Post* (German).—*L'Etoile Canadienne* (weekly French), and 12 others, month and week publications, relating to science, arts and politics.

MEDICAL ORGANIZATIONS.—Detroit Medical College—Detroit Academy of Medicine—State Medical Society—Wayne County Medical Society—Wayne County Homeopathic Institute—Woman's State Medical Association—Board of Surgeons for the Examination of Pensioners—Detroit Homeopathic College.

BANKS.—The American National Bank—First National Bank of Detroit—German American Bank—Mechanics' Bank—Merchants' and Manufacturers'—People's Savings—Second National—Detroit Savings Bank—Wayne County Savings Bank.

PARKS are twelve in number—Adelaide Campau Park, on Joseph Campau Av.—Cass—Clinton—Crawford—East—Elton—Grand Circus—Macomb—Randolph School—Stanton—and West Park.

CEMETERIES are 8 in number, 3 Protestant : Elmwood, (large and fine and the site very well adapted to the purpose),—Woodmere—Lutheran.—1 Catholic, Mt. Elliot.—4 Jewish—Beth El—Free Sons of Israel—King David's Lodge—Shaary Zedeck. There are 5 Hospitals and 6 Asylums.

MASONIC.—The regular Masonic bodies meet in the evenings at Masonic Hall, 133 Jefferson Avenue, as follows :—Zion Lodge, No 1, Wed.—Detroit Lodge No. 2, Tues.—Union Lodge of S. O., No. 3, Mon.—Ashlar Lodge No. 91, Thurs.—Oriental Lodge No. 240, Tues.—Schiller Lodge No. 263, Fri.—Kilwinning Lodge No. 297, Mon.—Monroe Chapter No. 1, Thurs.—Peninsular Chapter No. 16, Wed.—Monroe Council No. 1, Fri.—Detroit Commandery No.

1, Mon.—The first Lodge of Masons in Detroit was organized under sanction of the Grand Lodge of Canada, 19th Dec., 1794.

I. O. O. F.—Michigan No. 1, Mon., at new Odd Fellows' Hall—Washington No. 54, Tues., same place—Olive Branch, No. 38, Thurs., same place—Wayne, No. 2, Fri., same place—Detroit No. 128, Wed., at old O. F. H.—*Première Loge Française de l'Ouest*, No. 147, meets cor. of Antoine and Catherine sts.—Sides No. 155, Mon.—same place—Michigan Encampment No. 1, 2nd and 4th Wed. in each month, at new O. F. H.—Ingersoll Encampment No. 29, same place, on 1st and 3rd Wed. each month.—Germania Encampment No. 45, cor. Clinton and Antoine sts., on 1st and 3rd Thurs. each month.—Knights of Pythias Olympic, 1st Tues., in old O. F. H.

I. O. G. T.—Amaranth, 386, Thurs.—Alberton, 441, Tues.—Rechabite, 271, Wed.—Refuge, 506, Fri.—Rechabite, 1, Thurs.—Hope, 4, Mon.

NAMES OF SOME OF THE PRINCIPAL FRENCH SETTLERS BEFORE 1812 IN DETROIT AND VICINITY :—Audrain, Bourdon, Bouchard, Bélaire, Branchard, Bernard dit Lajoy, Bissonnette, Beaume, Baron, Bourassa, Bondy, Beaugrand, Baby, Beaufait, Beaubien, Boyer, Bernard, Berthelet, Bellecour, Campau, Cloutier, Carrière, Cattin, Chanteroux, Couture, Cérat dit Coquillard, Chabert, Chène, Chapoton, Chovin, Cardinal, Cochoit, Comparet, Courville, Dozette, Dormont, Delosle, Desnouyer, Dubreuil, Délaurier, Délisle, Durocher, Dequindre, Dubé, Dorez, Drouillard, Fontaine, Fournier, Fortin, Girardin, Galipeau, Gaillard, Godfroy, Gagnier, Gouin, Griffard, Huot, Jérôme, Jourdain, Lebeau, Lassalle, Lasselle, Lacroix, (Hubert, dit), L'Enfant, Labady, Ianglois, Loranger, Lapointe, Laviolette, Laplante, Lafontaine, Leduc, Leblanc, Lebeau, Lapierre, L'Ecuyer, Lafleur, Labute, Landroche, Lavallée, Lauzon, Lapalme, Lespérance, Latour, Ménard, Meloche, Mouton, Martin, Morrisseau, Morrin, Moras, Marsac, Montigny, Morant, Nadeau, Navarre, Polard, Pelletier, Pominville, Papineau, Paré, Piquette, Pepin, Petit dit Lalumière, Réaume, Racine, Rulland, Rivard, Rudhomme, Robidoux, Robert, Rousson, Robitaille, Racette, Susor, St. Bernard, Sicotte, St. Aubin, Tessier, Tremblay, Thibault, Trudel, Taschereau, Vanellette, Voyer, Vézina, Vernier dit Ladouceur, &c., &c.

SOME OF THE WEALTHY PERSONS OF DETROIT.—Judge Chs. Moran, Heirs of Joseph Campau, Piquette heirs, Cass heirs, Woodbridge heirs, heirs of Gen. John R. Williams, heirs of John S. Biddle, heirs of Barnabé Campau, heirs of Jacques Campau, E. A. Brush, David Cooper, Wm. B. Wesson, Jas. F. Joy, Zach. Chandler, E. W. Ward, C. H. Buhl, H. P. Baldwin, Hugh Moffatt, Clement Lafferty, Moses W. Field, Hiram Walker, Mrs. McKinstry, John Owen, J. Dubois, Chs. Merrill, R. McClennan, R. H. Hall.—SOME OF THE PROMINENT MEN.—F. Buhl, Chs. Ducharme, A. D. Fraser, Gov. McClennan, Dan. J. Campau, Jared Patcher, Jas. V. Campbell, E. Farnsworth, C. J. Walker, J. L. Chipman, Dr. Brodie, W. W. Wheaton, Theo. J. Campau, O. Bourke, Adj.-Gen. Robertson, R. E. Roberts, C. H. Borgman, John Roberts, Z. R. Brockway, Denis J. Campau, E. N. Lacroix, Levi Bishop, C. C. Trowbridge, &c.

BIOGRAPHICAL SKETCH OF THE LATE MAJOR JOSEPH CAMPAU, OF DETROIT.—Joseph Campau, son of Jacques Campau and Catherine Ménard, was born in Detroit, 20th Feb., 1769. He was sent to school at Montreal at the age of ten, and remained there 5 years, when his father died. Being without means he entered into the employment of Mr. McGregor, who kept a store at Sandwich, Canada. He afterwards contracted with the English Government for the erection of a fort at Malden, but a flood swept his timber off and rendered him again penniless. He then returned to Mr. McGregor, and from this time dated his success. Shortly afterwards he entered into the mercantile business and was the first merchant of Detroit who went to Boston for goods. He commenced purchasing and selling real estate in 1786, and in many cases improved it with buildings, and paid as much as \$50 per acre for clearing land. He connected himself with the North West Fur. Co., with John Jacob Astor, James Abbot and J. G. Schwarz, about 1812, and was a member of the Board of Trade Britannic in

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1798; was trustee of Detroit in 1803, and trustee of Detroit College in 1805; erected a school house with steeple and bell at his own expense in 1806, and the same year contracted for the erection of St. Ann's church, both in Detroit. He married in 1808 Adelaide Dequindre, sister of Major Antoine Dequindre, who distinguished himself at the battle of the River Raisin. He was commissioned Major in 1809, and carried on a distillery same year. He had ten branch stores located in different parts of the country in 1808 and 1818—was a stockholder in the Detroit Michigan Bank. At the same time he had in operation in Detroit a cabinet shop, silversmith's shop, blacksmith shop, bakery and butcher stalls in the market, a wind grist mill, saw mill, and a brick yard. He purchased the *Oakland Chronicle* with his nephew General John R. Williams and Col. Mack from Daniel La Roi and others in 1831, and called it the *Democratic Free Press*—now the *Detroit Free Press*. In 1835 he became a stockholder in the Detroit and St. Joseph Railway—now the Michigan Central R.R. He gave his brothers, sisters, nephews and nieces a good education, compelling them to go to school, and sent some of them to Montreal for that purpose. Nor was he satisfied until he had given his brothers and nephews a business education and established them successfully. He also sent Robert McNiff and John R. Williams, his nephew, as cadets to West Point in 1807. On his visits to Montreal and Boston he often induced mechanics to accompany him on his return and furnished them with employment. He was very lenient towards those indebted to him—his books and records showing there to be due him about \$2,500,000, of which he never collected a cent, besides leaving an estate worth to-day about THREE MILLION DOLLARS. He was the largest real estate owner in Michigan, having 74 farms or plantations, the bulk of which were in the vicinity of Detroit.

The foundations upon which the old homestead (No 140. Jefferson Avenue) now stands were built in 1751, and from 1796 until the time of his death (July 23rd. 1863) the lot has been occupied by him as his residence and store. This site was formerly occupied by the ancient village of the Iroquois Indians. In 1805, the house was destroyed by fire and the present yellow frame house immediately rebuilt by him—at a cost of \$7,000. He also built on the river in rear a store-house and dock for the accommodation of his *bateaux*, of which he had quite a number in the Montreal trade. He died in the ninety-fifth year of his age, leaving nine surviving children: Daniel J. Denis—J. Theodore J.—James J.—Alexander—T. Adelaide—Catherine D. Emily—and Matilda V. His two sons Theodore J. and Denis J. Campau were after his death appointed administrators of his estate and great wealth. He was a man of very liberal views, generous and charitable to every one, of very few words, humble, and a gentleman of the old school. He had a good French and English education, was a proficient accountant and a good financier. His relatives and friends all profited by his good advice and example and some of them became very wealthy. He entered largely into the raising of stock, and furnishing all his farms with horses, cattle and sheep, thus rented them—some of his tenants remaining on his farms for two and three generations, and some without paying him any consideration. At one time he had 500 horses. During the rule of the English he had sometimes as many as six or seven colored slaves, some of whom he had purchased at Montreal—all of whom he eventually liberated. Mr. Campau was buried with Masonic honors in Elmwood Cemetery, July 27th, 1863. His funeral was the largest ever seen in Detroit before or since, and was attended by the entire Masonic fraternity, Corporate Authorities, the Bar, Lafayette Association, and an immense concourse of citizens.

PORT HURON, or FORT ST. CLAIR, (State of Michigan,) 62 m. from Detroit, 169 m. from Toronto. Examination of baggage by U. S. and Canadian Custom House Officers, is performed on board the Grand Trunk's ferry boat crossing to Point Edward, or Sarnia station. The river is 1,200 feet across. Only smugglers need feel uncomfortable, the officers being polite and obliging. Baggage checked through *in bond* from one State to another is not examined, and duties

are collected on board on small lots, so as to avoid delay and expense. The station is large and convenient, and one hotel close to, is well kept, better than town ones. The station is within town limits; horse cars run constantly to and fro; about 1 m. Port Huron is a great shipping and ship-building place. Population, about 7,000.

CANADA.

POINT EDWARD, or **SARNIA STATION**, 63 m. from Detroit, 168 m. from Toronto. The Station-house is a splendid new two-story building of white brick, with slated Mansard roof. The several departments within are neatly and elegantly fitted up. Passengers are allowed 20 minutes for meals in the restaurant, which is kept in first-class style; meals, 50 cents; Greenbacks taken at par. A ferry boat is always in waiting at the arrival of trains, to take passengers to Sarnia, distance one mile and a half S.; fare, 25 cts. The G. T. R. Co. has a large elevator close by the freight sheds; capacity, 103,000 bush; unloads 300 bush. an hour.

SARNIA LINE OF STEAMERS.—The steamers of this line, "B. F. Wade," "Montgomery," "Caldwell," and "Fremont," connect with the trains three times a week, and run between Sarnia, Chicago, and Milwaukee, touching at Northport and Mackinaw. The fare is much less than by railroad, and includes meals and berths. The trip is accomplished in three days.

SARNIA, 63 m. from Detroit, 168 m. from Toronto.—**ALEXANDER HOUSE**, first class, Andrew Alexander, proprietor. **BELLCHAMBER HOUSE**, James Bellchamber, proprietor, first class.—The **ROYAL HOTEL** is also a well-kept establishment.

Sarnia is situated at the head of the river St. Clair, near its junction with Lake Huron, in the township of Sarnia, county of Lambton, of which it is the chief town. The river is about one mile wide at this point, and ferry boats are constantly crossing to Port Huron, opposite, on the American side; fare 10 cts. This town is the Canadian terminus of the Grand Trunk Railway, properly speaking, as Point Edward may be called its landing place. It holds also the same relation to the Great Western Railway, by its branch line from London, running through Komoka and Petrolea. A line of excellent steamers has lately been organized at this place; the "Acadia," propeller, and "Manitoba," side wheels, with upper cabins, run to Fort William and Duluth, touching, going and coming, at Goderich, Sault St. Mary and Marquette, on American side. They leave Sarnia every 5 days, and connect with the trains. Daily boats ply between here and Detroit.

Such centralizing conditions must eventually tell on the prosperity of this town, and double its importance in every way. In 1834 Hon. Malcolm Cameron bought for \$1,500, from a man named Harris, a good portion of the land on which the town now stands and divided it into lots. That was the beginning of Sarnia, which does now a large retail business with the country places around. The buildings are mainly of white brick, generally 2 and 3 stories high, and substantially put up. The public edifices are situated at the east end of the town, inconveniently

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far from the centre. Some of the private residences in that quarter are elegant and stand on wide streets. Sarnia was incorporated as a town in 1857; the population is over 3,000, and including clinging suburbs, would be over 4,000. The law respecting the registration of births was found to be imperfectly carried out, only 16 births being registered during the year! and this has led the author to notice that item, so that the attention of Government may be called to it. It may be added that throughout Ontario, almost the same negligence exists. After a great fire in 1867 this corporation decided to purchase a steam fire engine at a cost of \$5,000. Other places should do the same, before going through such a hard experience. The exports of Sarnia in 1870 were \$495,379; imports, \$189,775—exports in 1871, \$458,358; imports, \$647,368. The revenue of Sarnia is \$14,000; assessment, 20 mills on the \$. It is a port of entry, and Mr. S. D. Pace is United States Consul. A Board of Trade has been organized. There are 2 weeklies, with steam presses—the *Observer* (ref.), *Fri.* and the *Canadian* (cons.), *Wed.* CHURCHES—Episcopal, Roman Catholic, Canada Presbyterian, W. Methodist, Congregational, and Baptist. SCHOOLS—A large Union school with high and public departments, and 4 other ward schools employ 10 teachers—salaries \$4,500. There is also a separate school. BANKS—Bank of Montreal and Bank of Commerce, and the Lambton Building and Investment Society. Town lots on principal business st., 25 x 75 ft., are worth \$3,000; farms in vicinity are valued at from \$30 to \$50 per acre. The quality of the soil is clayish, and produces chiefly wheat, oats, barley and peas. Sarnia is the headquarters for the County's Agricultural Exhibitions. The wharves present much activity during the months of navigation; crafts of all kinds and steamers of all sizes are to be seen there in good numbers. The Great Western Railway Co. have their own separate wharves, warehouses and depots at S. end; also an elevator, whose storage capacity is 60,000 bush. In same direction, farther, are two oil refineries. The Dominion Oil Refinery, owned by a wealthy English Co., manufactures for East India markets a special superior lubricating oil for machinery, &c. The (brick) Works are very large and the most elegant to be seen anywhere. The Black Star Co. is owned by a New York Co. Its works are not nearly as large as the first. The Ojibway Reserve, partly in immediate vicinity, is about 3 miles square. The Ojibway tribe here is called Sarnia Band; they number about 400 and do a little farming. They are educated in the Protestant faith, and have 2 churches, served by ministers of their own race. South Corunna, on River St. Clair, 6 m. S. and Mooretown, 10 m. E. on same river, are reached by daily stage and boats. Oil Springs, 18 m. S. E.—once a famous coal oil district, the first discovered in 1859 by Mr. J. M. Williams, of Hamilton, is reached by a plank road. In vicinity of Sarnia are 2 extensive brickyards, one of which is carried on by a French-Canadian of Montreal. One yard manufactures red, the other white bricks; both export largely.—MASONIC—Victoria, 56, Tues., on or b.; Wawanosh Ch. 15, *Fri.* in Jan., April, July and Oct.—I. O. G. T. Ojibway, 45, *Fri.*—Sarnia, 336, *Wed.* Orange Lodges, 514, *Fri.* on or b.—1230, 1st. Mon.

Some of the prominent men.—Hon. Alexander McKenzie (the self-made man, eminent politician and acute statesman,) Hon. Malcolm Cameron, Hon. A. Vidal, Fred Davis, T. P. Pardee, R. S. Gird, C. Taylor, J. A. McKenzie, R. Gemmill, Geo. Stevenson, Moise Masuret, A. Allaire, W. B. Clark, Chs. McKenzie, John McKenzie, R. McKenzie, Rev. J. Thompson, Rev. Ellesby, D. McKenzie, J. Porter, Dr. J. Johnson, Dr. M. Buck.

PERCH, 67 m. from Detroit, 159 m. from Toronto, is but a post office and way station in the township of Sarnia, county of Lambton. Population about 20.

CAMLACHIE, 76 m. from Detroit, 155 m. from Toronto, in the township of Plympton, county of Lambton, is a small village of about 50 inhabitants.

FOREST, 85 m. from Detroit, 146 m. from Toronto, in the township of Plympton, county of Lambton, is a small but thriving village, having 2 grist

mills, a shingle factory and saw mills, and surrounded by excellent land. Population about 400.—MASONIC—Forest U. D., Tues. on or b. I.O.G.T.—Forest Union, 414, Tues. Orange Lodge, 830, Fri. on or b.

WIDDER, 94 m. from Detroit, 137 m. from Toronto, in the township of Bosanquet, county of Lambton, is a village which evidences its importance by the publication of a weekly paper, *Argus and Review*. It has a grist mill and several manufacturing shops. Population about 300.—MASONIC—Cassia, 116, Mon. on or b.

PARK HILL, 103 m. from Detroit, 128 m. from Toronto. In 1864 this incorporated village was called Westwood, in 1865 Swainbay, and now Park Hill. It is in the township of West Williams, county of Middlesex, and the most important village between St. Mary and Sarnia. There is here much energy and intelligence displayed in business, agricultural and manufacturing matters. An establishment is projected to manufacture extract of tan bark from hemlock, which is plentiful 5 m. around, and a large lot of land has been purchased by a German Co. to raise and manufacture hemp. There are 2 flour mills, a large brick yard which exports extensively, 1 woollen factory, 1 steam saw mill, with door and sash factory, a foundry, a very extensive stove factory, 3 tanneries, and an organ establishment. Price of lots ranges from \$100 to \$600; farms of 100 acres all readily at \$4,000. This is the headquarters of the Agricultural Society. The soil is clay and loam principally, and back 7 and 10 miles on Lake Huron, some 40 odd French-Canadian families are settled on farms, and doing very well; the fertility of the land is not to be surpassed anywhere. The whole section, indeed, along the in and out borders of Lake Huron is extremely fertile, and often we hear of 40 and 50 bushels of fall wheat to the acre. There are 6 Protestant churches, 1 Roman Catholic, 1 High School, and 2 public, beside 1 separate school, and a weekly newspaper, the *Gazette*. Population, 1,600.—MASONIC—Doric, 233, Tues. on or b. I.O.O.F.—Ivy, every Thurs.

AILSA CRAIG, 110 m. from Detroit, 121 m. from Toronto. Ailsa Craig is situated on the S. E. bank of the Sauble River, has around a splendid agricultural country and grazing lands, on the town line of East Williams and McGillivray, county of Middlesex. It does an extensive business in grain, cattle, pork, hewn timber and staves. There is much public spirit here, proved on different occasions. Cattle fairs often take place in the village and are largely attended from other parts. The Union Hall is a good building, erected by private subscription, and a large Schoolhouse is well attended; a grist mill and a few other industrial establishments do well. Population about 600. There is a Masonic Lodge, Craig, 214, 1st Mon on or b.; and a society of Sons of Temperance.

LUCAN, 117 m. from Detroit, 114 m. from Toronto. This incorporated village is situated on the Nine Mile River in the townships of Kinloss, Wawanosh and Ashfield, counties of Huron and Bruce. It was founded in 1860, and its importance is now felt as a great shipping place of grain, timber, potash, cattle, pork. There are several brick yards, mills, &c., and the place seems alive and stirring briskly. Population about 800.—MASONIC—Irving, 154, Thurs. on or b. C.O.G.T., 256, Wed. Orange Lodges, 473, Wed. on or b.; 662, Sat. b.; 685, last Fri.

GRANTON, 123 m. from Detroit, 108 m. from Toronto.—This village is in the township of Biddulph, County of Middlesex. The surrounding country brings here a great deal of agricultural produce and gives importance to this shipping station. Population about 200.

ST. MARY'S, 132 m. from Detroit, 99 m. from Toronto. Bus fare 25 cts. The town of St. Mary's is situated near a mile S. of the station. It is on the North-West branch of the river Thames, in the township of Blanchard, county

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of Perth. It was first settled in 1842, and, as the centre of a very fine agricul-
tural country, ships large quantities of grain and other farm produce. The town
is very picturesque, being surrounded by high hills; the business quarter is well
built, principally of stone obtained from innumerable quarries around. (The Lon-
don Branch Line of the Grand Trunk R. runs through this place to Stratford, the
only village on the way to London being Thorndale, a small post of about 75 pop.
The length of the branch is $32\frac{3}{4}$ miles from Stratford to London.) The Grand
Trunk has here two elegant viaducts, one on the London and St. Mary's Branch,
crossing Trout river and its valley, the other on the Sarnia line across the Thames.
The population is, 4,000; revenue, \$12,000; assessment, 17 mills on the \$. The
Town Hall is a good substantial building. Lotson main business street 150 ft. deep,
command as a rule \$12 a foot frontage. There are two weeklies—*Argus* (ref.), and the
Vidette (cons.) 1 Episcopal, 1 Roman Catholic, 3 Methodist, 1 Baptist, 1 Presbyterian
churches; a High, 3 public and 1 separate schools.—BANKS—Bank of Montreal. The
Agricultural Society works well here and deserves much praise. There are 3 flour
mills and two extensive foundries.—MASONIC—St. James, 73, 1st Mon.; St.
James Ch. 46, 2d Wed. I. O. O. F.—St. Mary's, 36, every Tues.; Beaver
Encampment, 6; Sons of Temperance—St. Mary's Division, 160. Orange Lodges—
384, 2d Fri; 518, 1st Thurs.; 707, 1st Mon. on or b.; 768, 2d Fri.

STRATFORD, 143 m. from Detroit, 88 m. from Toronto.—ALBION HOTEL
—David L. Caven, Pro., is first class, and highly recommended. Free Bus and
Livery Stable attached.

WILLIMSON, FOSTER & CO.—Dealers in Dry Goods, Millinery and Cloth-
ing, Wholesale and Retail, Regent Hall, Ontario Street.

BEST CONFECTIONERY—Pratt & Shields Bros., Market Square.

Stratford is the chief town of the county of Perth, and a port of entry, situated
on the river Avon, at the corners of the townships of North Easthope, South
Easthope, Downie and Ellice, and was first settled in 1832. It was at that
time called Little Thames, owing to a branch of the Thames river passing through
the site of the village. The wards of the town have been named Avon, Hamlet,
Falstaff, Romeo, and Shakespeare. The foundation stone of the large Town
Hall was laid in 1857, on the tercentenary festival of Shakespeare's birth at
Stratford-upon-Avon in England. Stratford is finely situated on the Main Line
of the Grand Trunk, and junction of the Buffalo, Goderich and London branches
of same road,—the first branch being $160\frac{1}{2}$ miles in length, the second $32\frac{3}{4}$
miles. It commands a position which is not only advantageous for the present,
but which will in a near future make it occupy a rank in keeping with the go-
ahead spirit of the citizens. Buildings everywhere are being erected, and me-
chanics of all kinds may be sure of finding active employment for many years to
come. The streets are wide, well laid out, and lined with first-class buildings, of
stone and brick principally. Activity prevails in all quarters in a Chicago-like
style, which is the best motive power, above that of steam, to bring on great
development. The stores have in many cases a city appearance, are well stocked
and patronized; wholesale trade is extensive and increasing fast. The Grand
Trunk Co. have removed all their works in the West, with the exception of the
car wheel manufactory, which remains at Stratford, to this town, in the vicinity
of the station. An increase of about 3,000 souls took place by that circumstance
and gave to the town a strong impetus in the right direction. The Germans are
here numerous, not only in the town but all around, and are all well-to-do. The
station is large and elegant. The exports from this town in 1870 were \$106,421;
imports, \$706,930. Exports in 1871, \$211,621; imports, \$155,907.

The population of Stratford is a little over 5,000. The revenue is about \$20,000;
assessment 15 mills on the \$. Lots on main streets, 105 ft. deep, bring from \$60 to
\$120 a foot front. Mr. J. S. Griswold is U.S. Consular Agent here. The churches,
as a rule, are elegant and substantial, being 1 Episcopal, 2 Presbyterian, 2
Methodist, 1 Roman Catholic, 1 Baptist, 1 Congregational, and a Lutheran (Ger-

men). The schools are 1 High and a Public with 5 departments. There is also a R. C. separate school. The St. George and St. Andrew's Societies have many members and are active bodies. BANKS—Bank of Montreal, Merchants' Bank, and Royal Canadian Bank. The newspapers are weeklies—*Herald* (cons.), Wed.; the *Beacon*, established 1854, (ref.), on Fri.; and *German Colonist*, German (cons), on Wed. The Board of Trade here is active and influential. The manufactories are nearly all very extensive establishments—3 flour mills, 2 saw mills, 1 flax mill, 4 planing mills, 1 wool cloth factory, 1 foundry and 3 coopers establishments.—MASONIC—Tecumseh, 144, Thurs on or b.; Tecumseh, Ch., 24, last Tues. Mount Horeb, Ch., 20, 1st Wed. The Odd Fellows have a hall of their own, cost \$16,000. The Avon Lodge, 47, Wed.; Charity Encampment, 5, 2nd and 4th Fri.—I.O.G.T. Beaver, 56, Fri.; Stratford, 247, every Mon. Orange Lodge, 346, 1st Thurs.

SOME OF THE PROMINENT MEN.—James A. McCulloch, P. R. Jarvis, Col. C. J. W. Daly, T. M. Daly, R. MacFarlane, Jas. Redford, D. H. Lizars, Jas. Corcoran, A. Williamson, J. M. Robb, Wm. Buckingham, Alex. Matheson, Jas. Shields, J. Iddington, T. L. Stoney, W. Marshall, S. S. Fuller.

The Buffalo and Goderich Line, 160½ m. N. and S., joining together Lakes Erie and Huron, crosses here, and the trains leave the same station. This line runs through a very well developed agricultural and manufacturing country. Tourists will find at Goderich, dist. 55 m. N. on Lake Huron, grand scenery, good hotels, and many of the *elite* of Detroit, Chicago, St. Louis and other Western cities during the hot season. White fish catching is one of the favorite sports. In the other direction, S., is Buffalo, 115½ m.

SEBRINGVILLE, 120 m. from Buffalo, 40½ m. from Goderich, is a village in the townships of Ellice and Downie, county of Perth, surrounded by goods lands settled by prosperous farmers, has several mills and factories and good public buildings. It does a large lumber trade. Population about 500.

MITCHELL, 128 m. from Buffalo, 32½ m. from Goderich.

The COMMERCIAL HOTEL, John Hicks, Pro.—the only Commercial house in the place.

This incorporated village, situated on the river Thames, in the township of Logan and county of Perth, is active and promises to become a very thriving place. It was first settled in 1857. The population is over 2,000. The Town Hall is a good large building. The revenue is about \$9,000, the assessment 15 mills on the \$. The best lots 100 ft. square sell from 10 to \$40 a foot front; farms from 35 to \$45 an acre. The churches are 1 Episcopal, 1 Presbyterian, 1 Roman Catholic, 1 W. Methodist, 1 P. Methodist, 1 Bible Christian, and a German Lutheran. The school buildings, High and Public, are large and commodious. In 1872 an oil well 1,800 ft. deep was bored in the village, but found fruitless. The manufactories and mills of different kinds, however, now abundantly make up for its former blighted expectations and are here a good source of revenue. The steam-engine, &c., manufacturing works of Mr. Thompson Williams are a very large establishment and have a widespread reputation. There are here the Bank of Montreal and the Merchants' Bank. The weekly *Advocate* (cons.) is pub. on Frid. At 11 m. N. is Monkton, by daily stage, fare 50 cts.—MASONIC, Tudor, 141, Tues. on or b.—I. O. O. F. Bissell, 51, every Mon.—I. O. G. T. Fortress, every Thurs.

CARRONBROOK, 133¼ m. from Buffalo, 27½ m. from Goderich, a village in the township of Hibbert and county of Perth. Population about 500.

SEAFORTH, 139½ m. from Buffalo, 21 m. from Goderich, is in the townships of Tuckersmith and McKillop, south riding of the county of Huron, was incorporated as a village in 1868.

There is also Societies have real, Merchants'—*Herald* (cons.), *Colonist*, German, influential. The saw mills, 2 saw and 3 coopers Tecumseh, Ch., have a hall of Encampment, 5, 47, every Mon.

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Free Bus to KNOX HOTEL; livery in connection; the only Commercial hotel in the place.

The Town Hall is a frame building. The revenue is about \$5,000, assessments 15 mills on the \$; lots 60 x 100 ft., worth from \$1,000 to \$1,200; farms from \$35 to \$50 an acre. Churches—1 Episcopal, 1 Presbyterian, 1 Baptist, 1 Roman Catholic, 1 W. Methodist, 1 Epis. Methodist. There is a large public school and one private. 1 week.—*Huron Expositor* (ref.), on Frid., and the Royal Canadian Bank. The surrounding country produces all kinds of grain, and great quantities are yearly shipped from this station. There are 3 salt works near the depot called the "Merchants'", "Coleman & Gouinlock," and "Gray & Sparling"—the first with one pan manufactures when in full work 175 brls. daily, the second with two pans about 200 brls., and the third with 1 pan 130 to 150 brls. The evaporation surface of the Merchants' pan is 2,400 square ft., the C. & G. 3,900 ft. and the G. & S. 3,900 ft. The Merchants' Salt Works has been constructed under a system patented by Mr. M. P. Hayes, sec. & treasurer, and found to be very successful in the saving of fuel and decrease of the formation of scales on the pan.—300 men, all told, including coopers and teamsters and others getting out wood, are employed by the 3 Cos. The depth of rock salt at Seaforth is over 100 ft.; the top of the salt rock was reached at a depth of 1,030 ft., and it has been penetrated over 100 ft. in pure salt without reaching bottom. At Clinton the depth of salt rock reached is about 21 ft., at Goderich about 18 ft., at Kincardine from 18 to 20 ft. Trial borings have been made at Mitchell, Waterloo, Ainsleyville and Inverhuron, on Lake Huron, without success. The above information was kindly furnished by Mr. Hayes.—MASONIC—Britannia, 170, Monday on or after.—I. O. O. F. Fidelity, 55, every Thurs.—Orange Lodge, 932, 1st. Wed.

CLINTON, 137¾ m. from Buffalo, 12¾ m. from Goderich, is an incorporated village in the townships of Hullett, Tuckersmith and Goderich, county of Huron, incorporated in 1858. The Town Hall is a large white brick building, cost \$12,000. The revenue is \$8,000, the assessment 15 mills on the \$. Lots on main street, 22 x 100, bring from \$500 to \$1,600. The surrounding country has a very rich soil, producing abundant harvests of all kinds of general grain, and the freight receipts reach a considerable yearly figure. The streets are very wide, the buildings good, and the stores do a large retail trade. There is a fine Episcopal Church, 1 Presbyterian, 1 W. Methodist, 1 Bible Christian, 1 Plymouth Brethren, and the largest schoolhouse in the county, including High and public schools; employ 8 teachers. The *New Era* (ref.) is issued every Thurs. A Mechanics' Institute has been established. The bank here is the Royal Canadian. There are 2 salt works: "Ransford's" has two blocks, capacity about 150 brls. a day, and "McGarva, Combe & Co's." about 100 brls. a day; 4 flour and grist mills, 1 wool factory, 1 saw mill, 2 planing mills, 1 salt crushing mill for fine dairy salt, 2 tanneries, 1 foundry, 1 fanning mill factory, and all large cooper shop. Population about 1,800.—MASONIC—Clinton, 84, Fri. on or b.—I. O. O. F., Clinton 83, every Tues.—British Templars, every Thurs.—I. O. G. T., Huron. 308, every Fri.; 526, Fri. on or b.—Orange Lodges, 710, 2nd Mon.—306, 1st Mon.

GODERICH, is 160½ m. from Buffalo.—THE BRITISH EXCHANGE HOTEL, is first class and has free Bus.

This finely situated and much frequented town, the capital of the county of Huron, and port of entry, was incorporated in 1850. A picturesque and fertile country forms a rich belt all around it. During the hot season hosts of tourists, the *elite* of Detroit, Chicago, St. Louis and other western cities, are attracted here by the cool lake breezes, the healthy situation and boat and fishing sports. Goderich has a fine harbor, which has been deepened and enlarged, so that it is now the best and safest port and only refuge on the east coast of Lake Huron. The lake is here 54 m. across to the American shore on other side (595 ft. above the sea, 75 fathoms deep); it freezes 12 and 15 m. from both shores, 3 and 4 ft.

thick. The banks are very high and steep in some places, offering to the admirers of nature a sumptuous view of immensity. The Maitland river, formerly known as the Red River and as Menetsetung by the Indians, is very tortuous for several miles before it falls in the lake at this place. The high gravel banks are stony at the foot and have an imposing appearance. Goderich is connected with Kincardine by a daily boat and stage, also with Sarnia and Detroit during summer. Travel and traffic with Lake Superior by steam and sailing vessels is very extensive. The "Acadia" and "Manitoba," running between Sarnia, Fort William and Duluth, touch at this port. The quantity of white fish caught here is almost incredible. The Huron tract of land, comprising 21 townships, or 1,100,000 acres, was owned by the Canada Co. in England; it obtained a charter in 1826, and in 1828 sent a surveying party to lay out the whole in townships. The first batch of immigrants came here in 1832 and were English, Scotch and Irish. £48,000 was allowed by Government as a third part of the value of the improvements made by the Company.

The population of Goderich is 4,200, the revenue \$22,000, the assessment 15 mills on the \$. The town lots on and near Market Square of one quarter acre sell at \$60 a foot front., farms around \$40 an acre. It is a port of entry, and Mr. Almon A. Thompson is U. S. Deputy Consul.—The exports from Goderich in 1870 were \$16,933; imports, \$119,943—exports in 1871, \$35,019; import, \$213,247. The streets are wide, and the many stores in the business quarter do a lively retail trade. The general aspect of the town is prepossessing. The Town Hall occupies a splendid site on Market Square and is a large white brick edifice, used for court and other municipal purposes. The churches are 1 Episcopal, 1 Roman Catholic, 1 Church of Scotland, 1 Canada Presbyterian, 1 W. Methodist, 1 N. C. Methodist, 1 Episcopal Methodist and 1 Gaelic, frequented by the Welsh fishermen, who are here numerous. There are 1 High, 1 Central and 3 ward schools, employing 16 teachers at a maintenance of \$5,000. The banks are the Bank of Montreal and the Bank of Commerce. Two weekly papers: *Signal* (ref.), on Wed., and *Star* (cons.), on Frid. There is a Mechanics' Benevolent Society, which meets on the 1st and 4th. Monday, month.; a Catholic Temperance Society, and a Ladies Benevolent Society. The salt works, 17 in number, represent a very large investment and give employment to a great number of people. The Goderich Salt Works have a capacity of 150 brls. a day; Platts, 15; Prince, 100; Kirkpatrick, 40; Lachum, 35; Letouze, 35; Maitland, 100; Tecumseh, 150; Ontario, 130; Stanley & Co., 130; McLean, 60; Dominion, 150; Huron, 127; Victoria, 50; Martin, 35; Enniskillen, 150; Hawley, 75. Fuel for said works averages 10 cords to 100 brls. The average depth of wells is about 1,100 ft., and could produce 300 brls. each in 24 hours, providing sufficient evaporating surface were provided. Salt is generally put up in brls., except when for U. S. market in bulk; much refuse salt is shipped to Bruce mines for smelting purposes.—MASONIC—Maitland, 112, 2nd. Tues.—Goderich, 33, 1st Wed.—Huron Ch., 30, 1st. Wed.—I. O. O. F., Huron, 62, Thurs.—I. O. G. T., Goderich, 223, every Mon.—Sons of Temperance, every Fri.—Orange Lodge, 145, 1st Mon.—153, 2nd. Tues.—182, last Tues.

KINCARDINE, 35 m. N. from Goderich, is an incorporated village in the township of Kincardine and county of Bruce. It is reached by a daily boat and stage. There are three Salt works—Kincardine Salt Co., capacity 60 brls. a day; Thompson & Co's., 75 to 100 brls. a day; and the Rightmeyer's, said to be the largest salt block in America, capacity, according to assertion, from 250 to 300 brls. a day. It is worked on the Haye's patent. Mr. Rightmeyer is a gentleman of capital from New York.—MASONIC—Northern Light, 93, Thurs. after. I. O. G. T.—Kincardine, 17, every Tues. Day Spring, 146, every Fri. Orange Lodges—170, Wed. on or b.; 288, 1st Mon.; 1226, Mon. on or b.; 1284, Thurs., on or b.

TAVISTOCK, 107¼ m from Buffalo, 53¼ from Goderich, is a small

offering to the river, formerly very tortuous for travel banks are connected with during summer. s very extensive. am an' Duluth, most incredible. 000 acres, was 26, and in 1828 t batch of immi- £48,000 was ements made by

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village in the townships of East Zorra and South Easthope, bordering the counties of Oxford and Perth. The manufacturing business is here well represented, and as an agricultural district much can be said in its praise. Population about 500. Orange Lodge, 329, 2nd Mon.

BRIGHT, 97¼ m. from Buffalo, 63¼ m. from Goderich, is a village in the townships of Blenheim and Blandford, county of Oxford. Population over 400. Good Templars, I.O.G.T., Bright Star, 38, every Mon.

DRUMBO, 92 m. from Buffalo, 68½ m. from Goderich, is a village in the township of Blenheim and county of Oxford. The Division Court is held here. Population over 500.—**MASONIC**—Blenheim, 108, Wed. on or b.—I. O. G. T. Drumbo, 183, Tues.

RICHWOOD, 89½ m. from Buffalo, 71¼ m. from Goderich, a small village in the township of Blenheim, county of Oxford. Population about 120.

PARIS, 83¾ m. from Buffalo, 77 m. from Goderich. Bus fare is 25 cts. Paris was incorporated as a village on 4th Sept., 1849, and as a town on 19th May, 1855. It is a port of entry, and is situated in the townships of Brantford and Dumfries, county of Brant. The Town Hall is a very good edifice. The contiguity to extensive beds of gypsum or plaster of Paris was the origin of its name. It has an upper and lower town; the Grand River and Smith's Creek running through the lower. Two fine bridges 80 feet from the water, used for the trains, span the Grand River, and another Smith's Creek. They are splendid works, especially that of the Grand Trunk, with its elegant stone piers; it is 900 ft. in length. The high hills on the south side of the river have a beautiful aspect, and are dotted with fine private residences. The water privileges furnished by the two streams are made use of by many mills and factories doing a fine business. There are a good many stores on main streets, which have a smart appearance, and transactions of all kinds are actively carried on. Mr. Geo. C. Baker is U. S. Consular Agent here. The exports from this place in 1870 were \$154,813; imports, \$51,586; exports in 1871, \$84,326; imports, \$199,504. The population of Paris is 3,500; the revenue \$16,000; assessment 15 mills on the \$. There are two weeklies—the *Star*, established in 1848, Wed., and the *Transcript*, Friday, both ref. A dramatic society is organized, and has already performed several masterpieces in the town and neighboring places, where it is often invited to appear. The Sons of St. Patrick have an organization, which is prosperous, and the Bank of British North America has here an agency. The churches, 1 German Methodist, 1 Congregational, 1 Free Presbyterian, 1 Wesleyan Methodist, 1 Baptist, 1 Presbyterian, 1 Episcopal, 1 Roman Catholic, and 1 Prim. Methodist, are generally costly and elegant buildings. The schools are a large Union school, a public school, and two ward schools; salaries about \$4,000. There is also a R. C. separate school. Paris manufactures largely, not only plaster, but has 2 foundries, 3 flour mills, 3 knitting factories, 1 oil refinery, 2 planing mills, a saw mill, a tobacco factory, selling 136,000 lbs. of the "weed" a year, and 2 nurseries.—**MASONIC**—St. Johns, 82, 1st Tues.—I. O. O. F. Grand River, 91, every Fri.—I. O. G. T. 546, every Fri.—Orange Lodges 1108, 1st Wed.; 478, 1st Tues.

BRANTFORD, 75¾ m. from Buffalo, 85 m. from Goderich, is in the township of Brantford, county of Brant. A large first class hotel, KERBY HOUSE, is newly in operation.

Brantford was incorporated in 1847. It occupies a splendid position on the N. side above the beautiful valley which is intersected by the Grand River, and takes its name from Brant, the famous Mohawk chieftain, known also as Thayendanegea (the Scourge), who like Tecumseh sided with the British against the Americans during the early wars of the country. The town plot formerly belonged to the Indians, but in 1839 it was ceded to Government. Some of the descendants

of the Mohawk and other tribes live about 6 miles S. E. They are educated, follow various avocations, and are every day seen in the streets of the town trading and selling farm produce. The Great Western Railway Co. has a branch line running from here to Harrisburg, 8 m., a village in the township of South Dumfries, county of Brant. Being the chief town and judicial centre of a very populous and active county, where interests clash frequently on that account, Brantford's courts during their sessions become thronged, and the hotels also, so that travellers have sometimes to compose themselves on sofas. The public edifices, Town Hall, Court House, Jail, Banks, Churches, &c., can almost rival those of any city in the country, and indicate not only a flourishing present, but a greater future. The streets are wide, well kept, and the general aspect throughout is not only good, but indicates an excellent state of things. The private residences of the wealthy are beautifully located in ornamented grounds and can be said to possess many of the looks of grandeur. The exports from this place during 1870 were \$138,560; imports, \$272,297—exports in 1871, \$62,175, imports, \$255,037. The population is 8,300; revenue, \$114,000; assessment, 10 mills on the \$. Lots on principal st., 132 ft. deep, are worth from 50 to \$100 a foot front., and the farms in vicinity command \$60 per acre. The churches are 2 Episcopal, 1 Roman Catholic, 2 W. Methodist, 1 Epis. Methodist, 1 P. Methodist, 2 Presbyterian, 2 Baptist, 1 Congregational, and a colored church. The schools, High and public, cost yearly \$12,460. The R. C. separate school figures also for a large sum. Water and gas are commodities easily obtainable here, and daily papers also—the *Courier* (cons.) The *News* (ind.) issues a weekly under the name of the *Canadian Sun*, on Sat. The *Expositor* (ref.) week., appears on Wed. Through the action of its Board of Trade Brantford gave \$32,500 to the Grand Trunk Co. to increase the capacity of its car shops, which employ several hundred men constantly. Agriculture is well encouraged and the society which takes the lead in that important function here bears a high reputation for ability and energy. The national societies all have benevolent departments: the St. George's, St. Andrew's and St. Patrick's; the St. Vincent de Paul institution does good work here as elsewhere, and the Young Men's Chris. Asso. is a strong body. The elite assemble convivially at the Caledonia Club. The finances are represented by the Bank of Montreal and Bank of British North America. As a manufacturing town Brantford can be favorably compared with any other place even larger, not only for its apparent prosperity but for the excellence of its manufactures. The Brantford Engine Works, G. H. Waterous & Co., pro., are in the centre of the town, and a fine pile of structures they present, substantial and elegant in every part, over 100 men being employed there. The flour mills, owned by A. Watts, Plewes & Warcup, D. Spence and others, are large and fine establishments. There are 3 planing mills, 4 foundries and an extensive furniture factory in the vicinity. A fine tannery, carried on by S. McCulloch, manufactures over 2,000 hides per year. A sheepskin factory, by F. Ott, does also a large business. The white Brantford bricks, of which the town is principally built, are of a superior quality and have a widespread reputation; there are 4 yards manufacturing them in the town and vicinity.—A new scheme is mooted to run a line of railway from Brantford to Port Burwell, with which the Credit Valley line effects direct connection between Toronto and the Canada Southern, creating the shortest through route to Chicago. Preliminary steps have been taken in favor of this enterprise.

MASONIC.—Brant, 45, Tues., on or b.—Doric, 121, Fri., on or b.—Mount Horeb Ch. 20, 1st. Wed. month.—I. O. O. F.—Gore 34, every Thurs.—Brant Encampment, 4, 1st. and 3rd. Fri. month.—Orange Lodges, 197, 1st. Thurs.; 360, 2nd. Tues. Diamond Lodge, 1274, 1st. Wed.—Sons of Temperance Grand River Division, every Wed.—Standard Division, 202, every Fri.

SOME OF THE PROMINENT MEN.—Wm. Patterson, W. Mathews, John Elliott, R. Fair, J. Cockshutt, B. G. Tisdale, Hon. E. B. Wood, A. Hardy, H. Wilson, Rev. T. Lowry, Rev. W. Cochrane, Rev. J. C. Usher, R. Turner,

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CANSVILLE, 72½ m. from Buffalo, 88¼ m. from Goderich, is a small village in the township of Brantford, county of Brant. It is located on the Grand River. Population about 300. I. O. G. T.—Bud of Promise, 92, Tues.

ONONDAGA, 68 m. from Buffalo, 92¼ m. from Goderich, is a small village in the township of Onondaga, county of Brant, also on Grand River. It does a lively trade with surrounding farmers, &c. Population about 400.

MIDDLEPORT, 65½ m. from Buffalo, 95¼ m. from Goderich, in the same township and county as above, is a small post of about 100 population.

CALEDONIA, 59 m. from Buffalo, 101¾ from Goderich. Bus fare 10 cts. This village is in the townships of Oneida and Seneca, county of Haldimand, and was incorporated in 1850. The Grand River passes through it and furnishes several water privileges utilized by a few mills and factories. The population is 1,700. The Town Hall, having a market in the basement, is a good brick building. The revenue is \$6,600; the assessment 25 mills on the \$. The price of lots and farms is pretty high, and is said to be on the increase. There are 1 Roman Catholic church, 1 Episcopal, 2 Presbyterian, 2 Methodist and a large building of 2 stories is used for the High and public schools; 5 teachers receive \$2,400. The *Sachem*, a weekly (cons.), is published on Wed. Out of \$40,000 of stock taken in the Hamilton and Dover Railroad, bonds of this corporation were given to the Co., \$20,000 of which have been paid, and the debt is being reduced at the rate of about \$2,000 yearly. Mr. John Scott, J. P., Reeve and Postmaster, is pro. of a large foundry and machine shop; he is one of the most prominent men of the place, and devotes himself to its interests. The Balmoral flour mills, McQuarrie & Thorburn, pros., and Seneca grist and flour mill, W. L. Hicks & Co., pros., do a large business. There is on the S. side of the river a good sized woollen factory. Beds of plaster of Paris in vicinity employ a grinding mill. There is a Masonic Lodge, St. Andrew's, 62, Wed. on or b.

COOKSTOWN, 51¾ m. from Buffalo, 109½ m. from Goderich, is a smart little village, formerly called "Cook's Corner," about 5 m. from Chatham, and situated at the four corners of the townships of Essa, Innisfil, Tecumseh, and West Gwillimbury, South riding of the county of Simcoe. Population about 500.

CANFIELD, 46½ m. from Buffalo, 114 m. from Goderich, is a small village in the township of Cayuga, county of Haldimand. This place is now a station for the Great Western Air Line, and the Canada Southern Railways, lately completed, and for the Grand Trunk also. Population about 200.

DUNNVILLE, 38¼ m. from Buffalo, 122¼ m. from Goderich, is an incorporated village and port of entry on the Grand River, in the townships of Moulton and Sherbrooke, county of Haldimand, electoral division of Monck. The farms in the neighborhood are very fertile, and much produce is brought here for shipment. The Grand river is dammed at this place to feed the Welland Canal. Gypsum beds exist within a few miles. The river furnishes good water power at this place. The exports from this place in 1870 were \$162,796; imports, \$12,800; exports in 1871, \$70,262; imports, \$15,020. The population is about 1,800; revenue, \$7,000; assessment 20 mills on the \$. It was incorporated in 1854. The price of lots and farms is variously estimated, but is generally high. There are 3 Methodist churches, 1 Episcopal, 1 Presbyterian, and a Roman Catholic. The schools, High and public, employ 5 teachers; salaries, \$2,500. A weekly paper, *Gazette*, (cons.), is published on Thursd. The Bank of British North America does a good deal of business here. There are 2 saw mills, 3 grist mills, 1 woollen factory, 1 foundry, 2 planing mills, and a large carriage shop. A

large settlement of Germans, 500 in number, are on farms 7 m. S.W., at a place called Rainham Centre.—MASONIC—Amity, 32, Wed. on or after; McCallum Ch., 29, Frid. on or after. Orange Lodge, 905, Mond. on or b.

FEEDER, 32½ m. from Buffalo, 128 m. from Goderich. Here is a swinging bridge over the canal, leading from Dunnville to Port Robinson, about 20 m. The country all along here is swampy.

WAINFLEET, 26¾ m. from Buffalo, 133½ m. from Goderich, is but a siding. Farms in the vicinity look well.

PORT COLBORNE, 19½ m. from Buffalo, 141 m. from Goderich, is an incorporated village on the N. shore of Lake Erie, in the township of Humberstone, county of Welland. It is a port of entry of considerable importance in summer, on account of the Welland Canal, which commences here at the Lake, and through which immense quantities of grain, &c., are exported. The exports in 1870 were \$54,124; imports, \$8,885,—exports in 1871, \$60,980; imports, \$5,776. The arrival and departure at this port of all classes of boats is over 3,000 during the season. The canal, 28 m. in length, is furnished with 26 locks and ends at Port Dalhousie on Lake Ontario. The yearly Canal tolls here amount to more than \$200,000. It is the easiest port to make, it is said by masters of vessels, of any other on the lake.

This village was incorporated in 1870; its population is 1,100; the revenue is \$2,800; assessment, 16 ⁸/₁₀ mills on the \$. There are 3 churches—1 Episcopal, 1 Union and a Roman Catholic. The public school employs 3 teachers; salaries, \$1,300. There is also a separate school. A large German settlement is situated 1 m. N. at Petersburg, and many are scattered all over the township, which has been long settled. A shipyard in the village builds good-sized vessels. There are 1 grist, 1 saw and 2 planing mills here.

Before the present canal was made by Government this place was called Gravelly Bay. The piers forming the opening or mouth of the canal are first class, wide, and reach far out into the lake. Two lighthouses are at the end; the lake at this point is 40 m. across to Dunkirk, in the State of New York, and 564 ft. above the level of the sea, 18 fathoms deep. Some years the lake freezes right across. The Welland Railway extends from here to Port Dalhousie: 2 passenger trains a day. It does a great grain freight business during navigation time, amounting to several millions of bushels. Its elevator has a capacity of 120,000 bush., and unloads 3,000 bush. an hour. The S. E. corner of the harbor has been enlarged to accommodate over 30 more vessels than heretofore. The contract is let to deepen the whole channel into the harbor to the minimum depth of 14 ft., an improvement which was much required. The Welland Canal, and Railroad and the villages all along, are deeply indebted to the late Hon. Wm. Hamilton Merritt.—MASONIC.—McNab, 169, Tues., on or b.—Orange Lodge, 1,299, 1st. Mon.

PORT DALHOUSIE, 25 m. from Port Colborne, 31 m. from Toronto, by water, 4 m. from St. Catharines, the E. terminus of the Welland Railway and Canal, is an incorporated village on Lake Ontario, township of Grantham, county of Lincoln. A great activity prevails here during the summer months in the shipment of grain and other produce. Ship building is also carried on. The outlet of the canal has lately been dredged to double its old capacity by Messrs. McNamee, Morse & Hart, contractors, of Montreal. Population about 800.

BERTIE OR RIDGEWAY, 9½ m. from Buffalo, 151 m. from Goderich, is a flourishing village in the township of Bertie, county of Welland. This is the place where the Fenians first made their raid on Canada in 1866, 1½ m. from the village. Bertie is finely situated about three-quarters of a mile from Lake Erie. The revenue is \$7,000; assessment, 10 mills on the \$. There are 2 churches, 1 Episcopal and 1 W. Methodist, and a public school maintained

at a cost of \$600, a grist, saw and planing mills, and a good foundry. This place and surrounding country gives much attention and care to fruit trees, and the agricultural district raises immense crops of general grain. The farms sell from \$40 to \$80 an acre. Population, about 600.

FORT ERIE, $2\frac{1}{2}$ m. from Buffalo, 158 m. from Goderich, is an incorporated village and port of entry on Lake Erie, at the head of Niagara river, almost opposite to Buffalo, in the township of Bertie and county of Welland. It is the W. terminus of the Erie and Niagara Branch Line. The village is nearly a mile E. from the station, or wharf where the Grand Trunk ferry boat waits to take cars and passengers across to the American side. This is also the E. terminus in Canada of the new Canada Southern Railway, and of the Buffalo and Goderich Branch of the Grand Trunk Railway, which extends on the other side about three miles into the heart of the fine city of Buffalo. The Grand Trunk Co. are erecting a most costly and elegant bridge from the village to the other side, and will therefore do away with the ferry, which in winter is not easily managed. The bridge, called the International Bridge, to be completed about 1st. June next, will cost \$1,500,000. The negotiations between the Grand Trunk and Great Western Railway Cos. for the joint ownership of the bridge having failed, have left the Grand Trunk Railway Co. the sole proprietor of "one of the most valuable pieces of line on the continent of America"—though the Great Western has by Charter running powers over the bridge on payment of toll. The Great Western, it is said, has in consequence decided to build a bridge in proximity of the first for its own use. The exports from this place in 1870 were \$2,355,350; imports, \$55,250—exports in 1871, \$2,000,511; imports, \$73,364. Mr. Andrew C. Phillips is here the U. S. Consular Agent. The population is about 1,000. The revenue \$3,000; assessment 10 mills on the \$. There are 1 Episcopal, 2 Methodist and 1 Roman Catholic churches. The schools receive due attention and are well attended. The soil all along the lake is stony, but in the interior it is excellent.—I. O. O. F., Port Burwell, 33, every Thurs.—Orange Lodge, 128, Thurs. on or b.

SHAKESPEARE, 82 m. from Sarnia, $86\frac{1}{2}$ m. from Toronto, is a nice village in the townships of North and South Easthope, county of Perth. There are many Germans in this place and the district adjoining, and large crops of wheat, pease, barley and flax are raised. Population about 450.

NEW HAMBURG, 75 m. from Sarnia, $93\frac{1}{2}$ m. from Toronto, is an incorporated village in the township of Wilmot, county of Waterloo. The name indicates the origin of the inhabitants. There is an extensive foundry and brewery in the village. Population about 800.—MASONIC.—New Dominion, 205, Mon. on or after.—I. O. G. T.—Waterloo, No. 571, every Tues.

The township of Wilmot is fine and well settled, a large portion of the population being of German origin. In 1822, Christian Naffziger, a German of the Amish Menonist persuasion, from Munich, in Bavaria, applied to the British Government for a free grant of 50 acres of land in the township of Wilmot, to each family who should emigrate with him from Germany and settle in Canada. This grant he obtained, and in 1826 he returned from Germany with a number of settlers. In 1825 the township contained but 720 inhabitants, in 1841 the number had increased to 2,220, in 1850 to 4,863; in 1845 15,310 acres were under cultivation, and in 1850 the quantity had increased to 28,025.—(*John Smith, "Canada, Past, Present and Future."*)

BADEN, $72\frac{1}{4}$ m. from Sarnia, 96 m. from Toronto, is a rising village in the township of Wilmot, county of Waterloo, principally inhabited by the descendants of the first German settlers. It possesses good water power, and has extensive agricultural implement works, woollen, flax and stave factories, saw and flour mills, and a brewery. Distant from Berlin, the county town, 9 miles. Population about 400.

PETERSBURG, 68 $\frac{3}{4}$ m. from Toronto, 99 $\frac{1}{2}$ m. from Sarnia, is a small village in the township of Wilmot, county of Waterloo, surrounded by a fine farming country. Population about 100.

BERLIN, 62 $\frac{1}{4}$ m. from Toronto, 105 $\frac{3}{4}$ m. from Sarnia.—Free bus to the ROYAL HOUSE, Henry Roat, pro.,—and to the COMMERCIAL HOTEL, H. C. Hilborn, pro.

Berlin was incorporated as a village in 1854, as a town 1870. It is very finely situated on rolling hills, well built of stone and brick, with many fruit and vegetable gardens, exceedingly well laid out, cultivated and enclosed. It is the county town of Waterloo, in the township of same name. The population is 3,200; revenue, \$12,000, assessment, 15 mills on the \$. The Town Hall is a good two-story brick building, with market in basement, Saturday being market day. The Court House and Jail are of stone, and look well. The churches are fine edifices: 1 Mennonite, 2 Lutheran, 1 W. Methodist, 1 Episcopal, 1 Evangelical, 1 Presbyterian, 1 Swedenborgian, 1 Baptist, 1 United Brethren, and 1 Roman Catholic. Schools, 1 High and 1 Central, employ 13 teachers; salaries 3,500. The Catholics have a college called St. Jerome, a fine building, and a common school. A House of Industry and Refuge is well kept, and contains an average number of 85 inmates; maintenance \$6,000 a year. There is a large battalion drill shed, with skating rink. Main business lots in the town 80 feet deep, run from \$45 to \$50 a foot frontage. Farms bring readily \$60 an acre. The quality of the soil is generally sandy loam. Spring and fall wheat are good crops, and are cultivated in about equal proportions. A branch railway known before as the Preston and Berlin R.R. is now extended to Galt, 12 m., and connects there with the Great Western. Berlin represents Germany in Canada, it is so typical in many ways of Fatherland. The people are industrious, orderly, systematic in everything, and seem to mind their own business with close and persistent attention. Men, women and children are everywhere seen at work, and their happy faces rejoice any one looking at them. Idlers are an anomaly, and so long as the sun shines nothing is heard but the hum which proceeds from all kinds of mills, factories and workshops, large and small, found at almost every step. The aspect of the town is peculiar, the streets, stores, and private dwellings tell a tale of their own, different from any other place in the country. German is more commonly heard spoken than English. A German weekly, *Berlin Journal*, is published every Thurs., and *Berlin Telegraph*, English, on Fri., both Reform. The Merchants' Bank has here an agency. A large tobacco and 2 cabinet factories employ a great number of hands, and a vegetable button factory, owned by Vogelsang & Co., driven by steam power, is on a very large scale; it employs more than one hundred hands, and supplies nearly the whole country. A truss, woollen and toy establishments do good business, also two large breweries, a steam grist mill, glue work, an immense tannery, and 3 brick yards within town limits. A daily stage leaves for Preston, 8 m., Glenallen, 22 m., Milbank, 26 m.; and a bus is always at the arrival of every train to carry passengers to Waterloo, 2 m. N.W. (This is a very fine incorporated village of 2,000 inhab. It has good water privileges, and contains 2 foundries, a distillery, 2 breweries, Kunz and Huether pros., and 2 grist mills driven by water power.)—MASONIC, Grand River, 151, Tues. on or b. The Young Men's Christian Asso. is well established here.

SOME OF THE PROMINENT MEN.—L. Breithaupt, J. Y. Shantz, Rev. H. Sagehord, Rev. L. Funcken, Rev. J. R. Woilowski, A McPherson, John Motz, J. Hoffman, A. Millar, W. H. Bowlby, John King, H. M. Andrews, Wm. Millar, J. G. Rowe, W. Jaffray, Dr. Wm. Pipe, Dr. D. S. Bowlby, Geo. Davidson, J. D. Bowman, D. McDougall, F. Rittinger, R. N. Rogers.

The township of Waterloo is very thickly settled. In 1801 the first settlers, a party of Mennonites, came into the township, and in 1806 a company of Germans was formed in Pennsylvania, who bought a tract of 45,000 acres. At that time land was only worth five shillings per acre, and in 1817, twenty shillings. In

1825 the township contained 1,640 inhabitants; in 1841, 4,424 inhab., and in 1850, 7,759 inhab., the major portion of these Germans or of German descent. The surface of Waterloo is generally undulating, no township is better watered. The soil of a large portion of it is composed of a sandy loam, intermixed with gravel. (John Smith). The whole of this section, from Shakespeare to Guelph, was originally more or less settled in the same way.

BRESLAU, 58 m. from Toronto, 110¼ m. from Sarnia, is a small village in the township and county of Waterloo. It is prettily situated, and surrounded with very fine farms. Population about 200.

GUELPH, 48½ m. from Toronto, 119¾ m. from Sarnia.—The ROYAL HOTEL, Bookless & Bolter, pros., is a very good hotel, first-class in every way.

Guelph is situated on River Speed, in the township of Guelph, and county of Wellington. It is the county seat, and was incorporated as a town in 1856. The larger portion of the town is built on the west side of the river, almost altogether of stone, of a very fine quality, furnished by quarries within limits. The streets are irregular, but they are lined in the business quarter with many fine buildings. The stores generally evidence an extensive business. The public buildings, which generally denote the character and state of development of the people in any place, are here almost fastidious, some of the churches are really grand edifices, and built in excellent taste. Along the river, on the east side, the hills rise majestically to a great height, and are intersected here and there among beautiful groves, with very elegant private residences. The splendid rolling hills are said to be 800 ft. above the level of Lake Erie, and the heavy downgrade, through very deep rocky cuts, from here to Toronto, would seem to warrant the assertion. The town limits are about 3 m., square and extend much beyond the station of the Wellington, Grey and Bruce branch of the Great Western Railway, to the west, 1 m. from Town Hall. Guelph is a port of entry, and Mr. J. W. Jessop is U. S. Consul. The exports from this place in 1870 were \$412,563; imports, \$222,930; exports in 1871, \$276,689; imports, \$359,276. The population is over 7,000; the revenue \$35,000; assess. 15 mills on the \$. The Town Hall is prominently situated on a large square near the station, and commands an excellent view of the town, the streets of which radiate from it. It is a good-sized two-story stone building, in the modern style, as are also the Court House, Jail and Registry Office. A Board of Trade exerts itself here energetically. The town is without water works as yet; it has gas, however. There are 10 churches: 1 Episcopal, 1 Roman Catholic, 4 Presbyterian, 3 Methodist, 1 Congregational, 1 Baptist, and a British Episcopal (col.) The schools are 1 High, 1 Central and 4 ward, employing 15 teachers at a maintenance of \$8,000 a year. There is also a separate school. The daily papers are 3 in number: the *Mercury and Advertiser*, both Reform, and the *Herald*, Cons. The Bank of Montreal, Bank of Commerce, and Bank of Ontario have here large transactions. The town is surrounded by a very rich farming district, where stock-raising is much encouraged and profitably carried on. In this line of occupation may be cited the name of Mr. F. W. Stone, who has devoted much attention and care to the importation of thoroughbred stock from England, and the improvement of cattle. The stock raised in the county is of a superior kind, and fat cattle in great numbers are shipped to all parts of the country. The Grand Trunk's bridge spanning the river is a splendid work of the builder's art, made of iron and resting on very high and elegant stone piers; it well deserves a longer notice. The river furnishes 4 water privileges, running 4 flour mills, 2 of which are very large, owned by Messrs J. Goldie and David Allan. The latter has also opposite his mill, close to the bridge, an immense monumental distillery, on the products of which he pays on an average annually \$130,000 of excise duty. The manufacturing interests are here well represented. A large cabinet organ and melodeon factory makes 120 instruments a month; it receives orders from the United States, England and Scotland, and is said to be the largest establishment of the kind in

Canada ; employs 75 men ; W. Belt & Co., pros. Two extensive sewing-machine factories ; one employs 100 men, exports about 300 small machines to England weekly, and manufactures about 400 every six days ; Chas. Raymond, pro. The Guelph Sewing Machine Co. employs generally 75 hands, and does also a large business with England. Arms & Worswick have a large tool, machine and iron works, and employ over 40 men. Inglis & Hunter, of the Wellington foundry, manufacture steam engines, boilers, &c. ; 40 men. Armstrong & McCrea, a fine wool factory. Mills & Goodfellow have a large foundry, and others have similar establishments.

MASONIC.—Speed, 180, 2nd Tues. month.—Guelph, 258, 3rd Wed. month. Guelph 'Ch. 40, 1st Fri. on or after.—I. O. O. F.—Reliance, 39, every Mon., in Masonic Hall.—**ORANGE LODGES.**—Prince Arthur, 1331, 1st and 3rd Tues. month.—Black Encampment, King David, 80, every 2nd and 4th Tues. month.—Beaver, 56, every Fri.

SOME OF THE PROMINENT MEN.—R. Mitchell, Jas. Massie, Geo. Howard, Geo. Bruce, John Hogg, N. Higginbotham, M. P.—D. Allan, James Innes, J. Fahey, J. M. Dunn, F. Chadwick, C. C. Brough, Geo. Sandilands, F. Biscoe, A. T. Pirie, W. Kingsmill, E. Morris, Ven. Archdeacon A. Palmer, D. Guthrie, H. W. Peterson, F. W. Stone, Rev. J. R. Shirlock, Rev. W. F. Clark, F. S. Stone, Dr. H. F. Tuck, Dr. Wm. Clark, J. Wilkinson, David Stirton, M. P.

ROCKWOOD, 41 m. from Toronto, 127¼ m. from Sarnia, is a flourishing village on the river Speed, township of Eramosa, centre riding of the county of Wellington. It has extensive water power. The scenery is beautiful all around, and the farms produce fine crops of root and general grain; the grazing land is excellent; the soil consists of loam and clay intermingled with gravel; the timber is principally hard wood. Rockwood has excellent limestone quarries, and contains grist, saw and oatmeal mills, a large woollen factory, a stove factory, and a fine Academy, accommodating from 40 to 50 boys. There is a cheese factory 2 m. from the village. Population about 600.—I. O. G. T., Victoria, 75, every Mon. Orange Lodges, 414, Tues. on or b.; 661, Fri. on or b.

ACTON WEST, 35¼ m. from Toronto, 133 m. from Sarnia, is a village in the township of Esquensing, county of Halton. It is surrounded by a fine agricultural district, and large quantities of wheat are shipped from this station. There is a considerable manufacture of flour, lumber and leather. Population about 700.

LIMEHOUSE, 32¼ m. from Toronto, 136 m. from Sarnia, is a small village in the township of Esquensing, county of Halton. Population about 100.

GEORGETOWN, 29 m. from Toronto, 139½ m. from Sarnia, is an incorporated village in the township of Esquensing, county of Halton. The river Credit passes through the village and affords excellent water power. On its banks are a number of mills and manufactories, including the extensive paper mills of Barber Bros. It does a large business in lumber and cloth, and has a considerable retail country trade. The surrounding townships are noted for their rich wheat-growing lands. A weekly, the *Herald*, is published here. Population about 1,500.

NORVAL, 26¼ m. from Toronto, 141½ m. from Sarnia, is a village in the township of Esquensing, county of Halton. Population about 200.

BRAMPTON, 21 m. from Toronto, 147¼ m. from Sarnia. Bus fare to hotel, 10 cts.—**THE REVERE HOUSE**, Samuel Beck, pro. Good livery, well-known as a Commercial house.

Brampton is a town in the township of Chinquacousy, county of Peel. It is the county town, and was incorporated in 1852. The population is 3,000; revenue, \$9,000; assessment, 15 mills on the \$. The Town Hall is a plain wooden building, but the Court House and Jail, the first brick and the other

stone, are very good, elegant edifices, and well situated. Churches—1 W. Methodist, 1 Prim. Methodist, 1 Episcopal, 1 Baptist, 1 Epis. Methodist, 1 Roman Catholic, and 2 Presbyterian. The schools, High and public, employ 6 teachers, at a cost of \$2,000 a year. There are 2 weeklies, *Brampton Times*, on Frid., and the *Peel Banner*, on Thursd., both Reform. Business lots on main streets, 56 x 130, bring about \$2,000; farms in vicinity worth \$45 an acre. The soil is very good, clayish and sandy loam. The wheat crops are generally abundant. The town has two fire engines and several manufactories, a large foundry, a grist and planing mills, 1 shoe factory and 2 cabinet shops. The appearance of Brampton in its low position is not in any way striking, but the country around gives it much to keep up and increase its value and importance.

MASONIC.—Ionic, 229, 1st Wed., on or b.—I. O. G. T. Safeguard, 350, every Mon.—Orange Lodge, 105, 2nd. Mon. month.; 157, 1st Fri. month.; 1,174, 12th. month.

SOME OF THE PROMINENT MEN.—J. Coyne, T. A. Agar, T. Adams, Rev. R. Arnold, J. W. Beynon, Geo. Tye, A. Bright, K. Chisholm, J. P. Clark, W. Craig, A. Dick, J. A. Fife, Dr. J. Grant, J. Haggert, Dr. D. Heggie, J. McCulla, W. McCulla, C. Crookall, G. Murphy, H. B. Murphy, Dr. M. Morrison, Dr. A. Pattullo, Rev. J. Pringle, D. L. Scott, Rev. J. Shaw, J. Trail, Geo. Tye, M. M. Elliott, R. Broddy, Wm. Broddy, Geo. Graham, Rev. W. Middleton, J. P. Cummins, James Fleming, Robert Smith, M. P.

MALTON, 15 m. from Toronto, 153 m. from Sarnia, is a small village in the township of Toronto, county of Peel, within a fine agricultural district. Population about 200.

WESTON, 8½ m. from Toronto, 159¼ m. from Sarnia.—The EAGLE HOTEL, John Eagle, pro., is the fashionable resort for Toronto.

Weston is a nice village on river Humber, in the township of York, west riding of the county of York. It is a station of the Toronto, Grey and Bruce Railway. The population is 1,000. It was first settled by Jos. Dennis, about 1820. The river affords excellent water privileges, used for a woollen factory, by Messrs. Smith & Wilbey, who employ between 50 and 60 hands; 2 grist and a saw mill. A large brick yard is owned by Mr. John Eagle. There are six churches: Episcopal, Methodist, Roman Catholic, Epis. Methodist P. Methodist and Canada Presbyterian; 5 schools, public and common, and a ladies' private school. The revenue of the township is on an average \$17,000 a year. Farms in neighborhood would bring from 60 to \$80 an acre. Weston being only 9 m. from Toronto, and having an excellent hotel, with a large and good Hall, &c., is at all times visited by riders and drivers who wish to enjoy the country air and scenery. I.O.G.T.—Western Star, 172, every Mon.—Weston Star, 361, every Thurs.—ORANGE LODGE, 216, 1st Mon. month.

SOME OF THE PROMINENT MEN.—Wm. Tyrrell, Dr. Ed. Aiken, James Coulter, John Eagle, R. Johnston, C. and W. Wadsworth, Dr. Ed. Bull, O. Williby, Geo. Smith, H. Horsley, J. Horsley, T. Wadsworth, Rev. W. A. Johnson.

CARLTON, 5 m. from Toronto, 163¼ m. from Sarnia, in the township and county of York, is a small village of about 100 inhabitants, with large brick yards.

TORONTO, 168 m. from Sarnia, 333 m. from Montreal. The UNION STATION is the largest and best building of the kind in the country. Ample time allowed for meals, at 50 cts., in the Restaurant Dining-Room.

The QUEEN'S HOTEL—known as the best Hotel in the country—has lately been much enlarged and refitted anew in a grand style. It is situated in proximity of the station, where its busses are always in waiting.—Hack fare 25 cts. for one person; \$1 by the hour.

Toronto, a port of entry, and Capital of the Province of Ontario, is situated in

the township of York, on the N. shore of Lake Ontario, facing a splendid, well-sheltered bay, whose sparkling view is only interrupted by a long tongue of lowland which seems scarcely ahead of high water, about $2\frac{1}{2}$ m. from the main shore. The celebrated Joseph Bouchette first surveyed the harbor of "York" in 1793, and in his poetic classical style he beautifully describes it.—(See at end of description a notice on Surveyor-General Bouchette.) The "Queen City of the West" is the largest and most populous in Western Canada. It lies between the Humber and Don rivers, on a sandy soil, well sloping up from the somewhat low shore, where good wharves, warehouses, elevators and factories of different kinds are seen along its sinuous semi-circle. From the E. to the W. portion great activity prevails. Front St., lining the bay, abounds with business houses, offices, railway stations, hotels, &c. The Parliament and Government Building occupies a good position on that st. to the W. It is a long, plain, two story red brick edifice, which answered well formerly for two Provinces, and where red-tapeism seems out of the question.

As the official representative of the West, where Nature is so bountiful, the people prosecute diligently industrial pursuits, of some kind or other, everywhere, make roads, give lands and attract immigration; much occupied with such practical and wise exertions, Toronto cares very little about making any more show than the Province and its people do, and as a business Metropolis it follows economical business precepts. Western Canada may in one sense be briefly and correctly sketched in the above words, and, as to the moral view, it has fast gained a high ground, socially and politically, and in that respect it may be inferred that the training and system of education followed here has had a great deal to do in developing those faculties of the people which enable men to rely on themselves, acquire individuality, stern purposes and public spirit. These peculiarities can be easily noticed out West, although not fully developed, in a higher degree than in some parts of the east, where a different system of education still prevails. The elementary schools of Ontario, until 1871, were called common schools, now termed Public schools. The former grammar schools are now the High schools. The public schools of Ontario are non-denominational. There are 356 R. C. teachers employed in the non-denominational public schools. Not one third of the R. C. school population attend the separate schools. Vocal music and linear drawing are taught in the public schools.

The exports from Toronto in 1870 were \$2,039,215; imports \$7,268,015—exports in 1871 \$2,118,978; imports \$10,354,265.

Here and there the Nicholson pavement is laid, as an experiment, and the sidewalks in some places are now and then wood, stone and cement; but the architectural art displayed in some of the old and many of the new public and private buildings is somewhat American-like, in a modern sense, but distinctly original; and it would seem to those who assign a significance to what they see with the inward eye, as if the genius of Canada, manifested in stone, brick and mortar, although in an incipient state there as well as elsewhere, was preconcerting a new phase of conception and action—methods and principles, as revolutionary as photography has been.

The streets run at right angles almost, from N. & S. and E. & W., are generally wide and well kept. Yonge st. running N. & S., King st. E. & W., are the two main arteries and divide the city into four large sections. The street Railway passes along a portion of King st. and on Yonge st. to Yorkville, and on Queen st. to the Provincial Lunatic Asylum. Yonge st. extends from the Bay, past Yorkville, as far N. as Holland Landing, 33 miles, presenting a lively and bright aspect along the business part, and farther thickly lined with shade trees on both sides. This is one of the fashionable quarters for private residences. Yonge street was originally opened as a Military Road by a regiment called the "Queen's Rangers," formed in England expressly for Canadian service and composed wholly of mechanics, by command of General Simcoe, when Lieutenant-Governor. The "Queen City of the West" was founded in 1794 and incorporated as a city

in 1834. Its area is about 7 miles front by 2 miles in depth. In 1813, when called York, it was captured by the Americans, and an English made hand fire engine then carried away is at the present day kept as a relic in Brooklyn Navy Yard, N. Y., marked "captured in 1813 at Little York." Many of the commercial class of Toronto used to rely some years ago on Montreal importers for goods from Europe, but to a great extent they now import directly. Some of the wholesale firms may be placed on a par with the best in Canada, and their buildings rival in some cases those of Montreal, which are so much admired. The population in 1837 was about 4,000; in 1842, 15,336; in 1845, 19,706; in 1850, 25,166; in 1861, 44,821; in 1872, 60,000. The revenue is \$560,000; assessment, 15 mills on the \$; real and personal estate \$33,644,612. SALARIES.—Mayor, \$2,000; Chamberlain, \$2,000; City Commissioner, \$1,800; City Solicitor, \$2,400; Police Magistrate, \$2,000; Dept. Chamberlain, \$1,200; City Clerk, \$1,600; Assistant, \$1,000; City Engineer, \$1,200; Engineer Fire Dept., \$1,000; Governor of Gaol, \$1,600.—The City Hall is a good old fashioned brick building on Front st. E.; Court House, stone, Adelaide st.; Gaol at E. end of City; Custom House, 24 Front st.; General Hospital, Sumach st. bet. Don and Spruce sts.; Post Office, a new and splendid free-stone edifice at head of Toronto st.—College Avenue, or Park, leads from Queen st. to the University grounds, and close to the entrance gate is Osgoode Hall, which well deserves a visit. It is a grand stately stone structure of three stories with two advancing wings, fronted by a long and wide finely planted lawn and fenced in with a high iron railing in perfect keeping with the edifice. The interior is imposing, severe and massive, Roman-like, but impressively artistic, with fine mosaic flooring and stone staircases. Full size portraits of distinguished judges ornament the walls of the second story. A library of the Law Society, situated on the front, contains 12,000 vols. The Hall has Court-rooms and offices for the Superior Courts of the Province, viz:—Error and Appeal, Queen's Bench, Common Pleas and Court of Chancery, and a Law School, under the direction and tuition of three readers on Common Law, Equity and Real Property. Four scholarships have been established, one for students under two years' standing of \$160 per annum; one for students under one year's standing of \$120; one for students under three years' standing, \$200 per annum; and one for students under four years' standing, \$240 per annum. This (Government) building cost \$420,000.

The College Avenue leading from Queen street to the University College, comprises about 10 acres, and is nearly one mile in length; width 120 ft. with a fine carriage road in the middle; both sides are thickly planted with splendid shade trees, chestnut mostly, which when in full bloom present a lovely sight. The Avenue was laid out in 1829 by the University of the King's College, now the University of Toronto. It is one of the finest Avenues on the Continent. The Yonge street Avenue crosses it at the head N. at right angles. The University Park contains fifty acres of land beautifully laid out. The whole was granted by the University to the city, on a lease for a period of 999 years, to be kept in order by the city. The University received from William IV. a grant of 225,944 acres of land, and Upper Canada College a grant of 63,642 acres. The foundation of the present University building was laid 4th. Oct., 1856. The chief facades are those of the S. and E., the former of great and massive elevation for distant effect from the lake and city; the latter of more broken and picturesque outline for combination with the beautiful ravine lying between it and the main Park Avenue, from which it will be chiefly viewed. The general outline of the building approaches the form of a square, having an internal quadrangle of about 200 ft. square, the N. side of which is left open to the Park. One great peculiarity in the appearance of the building is the constant break and change which is everywhere apparent. View it from what side you will, the roofs, mouldings, and other enrichments are in pleasing variety. The style is Norman, the carvings and mouldings, being in the character of the period. The bulk of the cut-stone used in the construction has been brought from Ohio, while the rubble

walling-stone is from Georgetown, and the more highly ornamented corbels are from the quarries of Caën in France. The principal entrance is under the massive tower at the S. side, which is 108 ft. high, the ground being also 108 ft. from the level of the Lake. The mouldings and carvings on the main porchway are most elaborate. The halls are paved with encaustic tiles, and the staircases are of stone. The Museum and Library situated on first principal floor, to the W. and E. ends of the building, are each 75 ft. long, by 36 ft. wide, with high, elaborately worked ceilings of different styles. The library contains over 19,000 vols. The wood work about the library is a fine specimen of good taste, being carved oak. The total length of the main front of the building is 384 ft., and the average height about 53 ft. The E. wing of the building is about 260 ft. long and has 2 towers (capped with spires), the one octagonal and the other square. The W. wing is 336 ft. long, surmounted by a clock tower with a bell. The whole cost was over \$500,000.

The Volunteers' Monument in the Avenue near the University is not so much a piece of art as a fine memento of public gratitude. It bears the following inscription: "Canada erected this monument as a memorial of her brave sons the Volunteers who fell at Limeridge or died from wounds received in action or from disease contracted in service whilst defending her frontier in June 1866!"—The Queen's bronze statue, by Marshall Wood, is raised on a temporary wooden pedestal near by. It will probably be purchased by the citizens at the price of \$7,000. Two Crimean guns captured from the Russians are mounted at the foot of the statue, marked separately, "Inkerman, Nov 15th, 1854," and "Sebastopol, Sept. 8th, 1855."—The Provincial Lunatic Asylum situated on Queen st. W., $2\frac{1}{2}$ m. from City Hall, is worth seeing; it has a frontage of 644 ft. 4 stories, and surrounded by 200 acres of ornamented and cultivated grounds. The average yearly number of inmates is 600. The cost of construction has been about \$250,000. The Crystal Palace, or Provincial Exhibition building, is in near S. proximity to above; was erected by the Board of Agriculture for Ontario, as a permanent structure for agricultural and mechanical exhibitions. It is 256 ft. long, 144 ft. wide, cost \$26,000. The Upper Canada College, also in W. end, stands on a site of 9 acres, opposite the Government House. Both are large brick structures. The Trinity College, under the control of the Church of England, Queen st., deserves a visit; also the Presbyterian Knox's College, above the University, to the N., and Bishop Strachan School, for ladies, Buchanan st. near the Avenue. Returning to the E. Ward several fine churches are to be met on the way, viz.: Knox's church, Queen st. W.; the Wesleyan Metropolitan church, in the centre of Magill Square; St. Michael's (R.C.) church, cor. Church, Shuter and Bond sts.; and St. James' Episcopal Cathedral, cor. King and Church sts. This church is on the N. side of King st. and is surrounded by a large open space, wherein many handsome trees cast deep and wide shades over the gravelled walks. The structure carries on its white brick walls a simple and true expression of the Gothic style, and when the spire shall have been added to the now stunted tower, the whole appearance will be much improved. The cost of that work, already contracted for, is to be \$40,000. The interior of this fine edifice corresponds well with the exterior, and resembles somewhat that of the R. C. Notre Dame church in Montreal, but differs with it advantageously by having but one gallery. It is the largest church in Toronto. Near by is St. Lawrence Hall, King st., opposite City Hall, and at a short distance to the N. cor. of Church and Adelaide sts. is the College of Technology, lately purchased by Government, where free courses are given for the benefit of all who wish to study practical sciences. It is open the year round. In the same building is the Mechanics' Institute, a very prosperous establishment. It has 7,000 vols., 76 life members, 13 honorary and 555 others—total, 644 members. The yearly subscription of ordinary members is \$2.50 a year; ladies and youths under 19, \$2. The Institute was organized in 1832.

Northward are to be met fine private residences, and the Horticultural Garden,

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which occupies about ten acres of ground, front on Gerard st.; it is much frequented. The Toronto High School, erected 1871, is on Jarvis st. close to. It is a tasty white brick building with stone facings, employs 6 male, 1 female and 2 occasional teachers, for French, German and drawing; salaries, \$8,000. The public schools are 18 in number, employ 63 teachers, beside 2 for linear drawing and 2 for vocal music; salaries about \$23,000. In the neighborhood, on George and Gerard sts., are the Boys' and Girls' Homes, instituted by benevolent ladies for the training, education and maintenance of destitute children. Both are very elegant buildings and bear marks of the interest taken in them by their city patronesses. The average number of boys is generally 96; girls between 50 and 60. The Normal and Model Schools and Education offices are in the same quarter. It is one of the spots which every one should visit, situated in centre of an open square—7½ acres of ground, finely ornamented and shaded. The buildings are remarkably fine, and the Educational Museum there contains a beautiful collection of Italian, Dutch and Flemish oil paintings, and casts of many ancient and modern subjects, apart from other rare curiosities. It is here the Educational Depositories are situate, and it is a question whether that central depot will for long agree with the peculiar spirit of the age and people.

The educational and charitable institutions not included above are: the Canadian Institute, Richmond st. E.; Lying-in-Hospital, cor. Richmond and Shepherd sts.; House of Industry, Elm st. W.; Orphans' Home, Sullivan st. W.; General Hospital, Don st. E., and in vicinity a Smallpox Hospital has been established.

The Roman Catholics,—about 16,000 in number—mostly Irish, have also several very fine educational and charitable institutions. The city is divided into 5 parishes, with 5 churches, mentioned apart from the others.—The Cathedral of St. Michael, Church st. (white brick, Gothic style, cost \$150,000); St. Paul's, Power st.; St. Mary's, Bathurst st.; St. Patrick's, Dummer st.; St. Basil, St. Joseph st.—St. Michael's College, Joseph st., has an average of 120 pupils, boys; Christian Brothers' Academy, called Lassalle Institute, cor. Duke and George sts., 250 pupils, and 5 free schools through the city. Ladies' Schools.—Loretto Convent, day school, Bond st., is a paying school, 180 pupils. Loretto Abbey, boarding school, Wellington Place, 120 pupils, and a free school, Bond st., 280 pupils, are both conducted by 45 nuns of that order. Sisters of St. Joseph Academy, St. Albans st., is a boarding school, 52 boarding and 100 day pupils. These sisters, 72 in number, conduct a school in each parish, representing 1,100 pupils, also the following institutions. House of Providence, for orphans and infirm people; number of inmates 360. St. Nicholas Home for working boys, Stanley st., 36 inmates. Notre Dame Institution for girls out of situation, Jarvis st., 50 inmates. Expenses in salaries for these free schools amount to \$5,000. The Convent of the Most Precious Blood, St. Joseph st., 9 nuns, is of a praying and contemplative order, from St. Hyacinthe, Q. The Society St. Vincent de Paul have a home in every parish of the city. The Bishop's Palace adjoins the Cathedral, and has an extent of ground of about 2 acres.

PROTESTANT AND OTHER CHURCHES.—Episcopal, St. James Cathedral, cor. King and Church sts.; Holy Trinity, Trinity Square; St. Peter's, Carlton st.; St. Stephen's, Adelaide st.; Trinity, King st.—Metropolitan: W. Methodist, Magill square; W. Methodist, Berkeley st.; W. Methodist, Bloor st.; W. Methodist, Elm st.; Prim. Methodist, Alice st.; Prim. Methodist, King st.; Prim. Methodist, Parliament st.; N. Con. Methodist, Temperance st.—Baptist, Alexander st.; Baptist, Bond st.—Presbyterian, Pay st.; Presbyterian, Charles st.; Cooke's Presbyterian, Queen st.—Presbyterian, King st.; Presbyterian, Gould st.; Knox's Presbyterian, Queen st.—Congregational, Bond st.; Northern Congregational, Church st.; Zion Congregational, Adelaide st.—Unitarian, Jarvis st.—Disciples' Meeting House, Shuter st.—German Lutheran, Bond st.—Jewish Synagogue, Yonge st.—Plymouth Brethren, Yonge st.

The following list of papers and magazines will no doubt go far to prove the amount of brain work performed in Toronto:—

NEWSPAPERS AND PERIODICALS.—(dailies)—*The Globe*, estab. 1844; *Leader*; *Mail*; *Express*; *Sun*, estab. 1872;—(weeklies)—*Ontario Gazette*, (official), Sat.; *Sporting Times*; *Patriot*; *Irish Canadian*, R.C., Wed.; *Canadian Freeman*, R.C., Thursd.; *Canadian Monetary Times and Insurance Chronicle*. *Church Herald* (Episcopal organ); *Christian Guardian* (Methodist organ); *British American Presbyterian*; *Pure Gold* (temperance organ); *Canadian Baptist*; *Christian Journal* (Prim. Methodist organ); *Bi-weekly Reporter*, published by Upper Canada Tract Society; *Ontario Workman* (9 hour organ); (monthlies)—*Scientific Canadian*; *Canada Farmer*; *Canada Law Journal*; *Canadian Magazine*; *Canadian Independent Magazine*; *Journal of Education*, pub. by Education Dept. of Ontario;—*Upper Canada Common Pleas Reports*; *Upper Canada Local Courts Gazette*; *Court of Appeals Reports*; *Queen's Bench Reports*; *Ontario Law List and Canadian Conveyancer*. *Canada Lancet* (medical); *Dominion Medical Journal*; *Canadian Pharmaceutical Journal*; *Canada Builder and Mechanics Magazine*; *College Times*, pub. by a committee of the Upper Canada College; *Good Company* (literary and semi-monthly); *Canadian Monthly* (magazine); *Canada Scotsman*; *Home and Foreign Record of the Canada Presbyterian Church*; *Sunday-School Banner*; *Canada Sunday-School Advocate*; *Church Chronicle* (Episcopal organ); *Toronto City Directory*; *Canadian Almanac*; *Canadian Journal*, alt. months, pub. by Canadian Institute; *Canadian Journal of Commerce*; *Protestant Review*.

BANKS.—Bank of Br. N. America, cor. Yonge and Wellington sts. (very fine free-stone); Bank of Montreal, cor. Yonge and Front sts.; Bank of Toronto, cor. Church and Wellington sts. (elaborately carved free-stone); Canadian Bank of Commerce, 59 Yonge st.; City Bank of Montreal, cor. Bay and Wellington sts.; Merchants' Bank of Canada, 13 Wellington st. W.; Ontario Bank, cor. Wellington and Scott sts. (very fine free-stone); Molson's Bank, Wellington st.; Dominion Bank, King st.; Dominion Savings Bank, Wellington st.; Quebec Bank, cor. Wellington and Church sts. (in same building with Bank of Toronto); Royal Canadian Bank, Toronto st.; Toronto Savings Bank, 72 Church st.; Tradesman's Loan and Savings Bank, Toronto st.

WATER WORKS.—The source of supply is the Bay, at the foot of Peter street. The water is pumped by steam power into two reservoirs, the highest near Yorkville, 120 ft. above the Bay, and about 80 ft. above the business part of the city. The greatest pressure at the fire hydrants, of which there are 85, is about 27 lbs. to the inch. The capacity of both reservoirs about 600,000 gals. The City Corporation during the last session of the Legislature obtained a charter for the construction of new waterworks, which in all probability will be proceeded with as soon as possible. The Gas Co's. office is on Toronto st.

FIRE DEPARTMENT.—The Fire Dept. consists of one Chief Engineer, an assistant and a company of 51 men, exclusive of 12 drivers of 16 horses hired for the use of the Dept. There are 4 steam engines in commission (none in reserve); the last purchased is a first class engine; the others are of the 2nd class, all from the manufactory of Silsby & Co., Seneca Falls, N.Y., and do excellent work. Total cost for the 4 engines about \$12,000. A good number of the Dept. attend to their ordinary business unless when the alarm calls them away to fires. The chief telegraph fire alarm station is at Bay st. Fire Hall. There are 34 gong boxes in the city. The police force, all told, is composed of 70 men. The Police Commissioners are rather unmerciful toward the policemen in obliging them to wear, even when the sun is up to 100 degrees, ugly, heavy, black helmets, to the detriment of brain and body.

VALUE OF CITY LOTS.—Lots on King st., from Yonge to the market, range from \$450 to \$600 a foot frontage in the west end, the most valuable. From King st. to Front st. from \$225 to \$275; on Front st. and St. George's ward, best part, \$200 a foot; on Wellington st. (St. Lawrence ward), from \$100 to \$180 a foot; all about 100 feet deep.

The Board of Trade building is on Wellington st. The Board was organized

in 1850, and is composed of 160 members. Open from 10 a.m. to 4 p.m. The Corn Exchange is in the same building; hours from 12:30 p.m.

FOREIGN CONSULS.—B. Homer Dixon, K.N.L., Consu'-General of the Netherlands; J. A. Simmers, Gen. Consular Agt. of the German Empire, office cor. West Market Place and Front st.; Col. A. D. Shaw, U.S. Consul; French Consular Agt., W. J. MacDonell.

STEAMBOAT LINES.—The steamer "City of Toronto" leaves Yonge st. wharf at 7 a.m. and at 2 p.m. every day except Sundays, for Lewiston, in connection with the trains there for Niagara Falls. The Royal Mail Line, to Montreal, 2 steamers daily, except Sundays, call at ports north and south both ways.

The Toronto Club, 200 members, is on York st., near King st. The Yacht Club, 150 members, is on the Esplanade. The Royal Lyceum, or Theatre, King st., W., has been thoroughly repaired and decorated, has a first class company, and produces all the novelties of the day.

SPORTING CLUBS.—Ontario Lacrosse, Royal Canadian Yacht, Toronto Club, Toronto Cricket, Toronto Curling, Toronto Lacrosse, Toronto Rowing, True Blue Lacrosse.

ELEVATORS.—The Grand Trunk Railway's elevator has a storage capacity of 170,000 bush.; the Northern Railway's 285,000 bush. storage; Clarkson's 160,000 storage capacity.

There are no quarries in the vicinity of Toronto, but several large brickyards outside of the city limits furnish excellent building material.

MASONIC.—St. Andrew's, 16, 2nd Tues.—King Solomon, 22, 2nd Thurs.—Ionic, 25, 1st Tues.—Rehoboam, 65, 1st Thurs.—St. John's, 75, 1st Mon.—Wilson, 86, 3rd Tues.—Stevenson, 218, 2d Mon.—St. Andrew's and St. John's Ch. 4, 3rd Fri.—King Solomon's Ch. 8, 3rd Mon.—McLeod Moore Ark Mariners, 30, 4th Tues.—Adoniram Council. 6, 3d Thurs.—Godfroy de St. Armand, K. T., 2nd Fri.—Ode de St. Armand, K. T., 1st Fri.—All meet in Masonic Hall, Toronto st.

KNIGHTS OF PYTHIAS.—Mystic, 1, Thurs.—Ivanhoe, 4, Tues.—Excelsior, 6, Mon.—Meet cor. Albert and Yonge sts.—Ancient Order of Foresters.—Hope of Canada, 5604, alt. Mon.

YORK PIONEERS.—4, quarterly, from 2nd. Mon. Jany.

I. O. O. F. Canada, 49, Fri.—Covenant, 52, Tues.—Queen City of Ontario, 56, Thurs.—Toronto, 71, Mon.—Toronto Encampment, 8, 2nd. and 4th. Thurs.—meet in Odd Fellows' Hall, cor. Albert and Yonge sts.

C. O. O. F. City of Toronto, alt. Wed.—Ontario, alt. Wed.—Mercantile, alt. Mon.—Meet in Masonic Hall, Toronto st.

I. O. G. T.—Rescue, 32, Thurs.—St. John's, 58, Fri.—Chester, 88, Wed.—Nasmith, 240, Wed.—New Dominion, 303, Thurs.—Maple Leaf, 353, Tues.—Star, 493, Fri.—Metropolitan, 600, Tues.—Meet cor. Albert and Yonge sts.

ORANGE LODGES.—4, 1st Mon.—136, 1st Fri.—137, 1st Tues.—140, 2nd Tues.—212, 2nd Wed.—275, 1st Wed.—301, 1st Thurs.—328, 1st Wed.—375, 2nd Thurs.—387, 1st Tues.—390, 1st Thurs.—404, 2nd Tues.—551, 1st Fri.—588, 1st Mon.—621, 2nd Mon.—657, 1st Fri.—781, 1st Wed.—Could not learn about Preceptories, &c.

BIOGRAPHICAL SKETCH OF LATE SURVEYOR-GENERAL JOSEPH BOUCHETTE, from the *Bibliotheca Canadensis*, or a *Manual* of Canadian Literature, by Henry J. Morgan, Ottawa, 1867, printed by G. E. Desbarats:—

"BOUCHETTE, Lieut.-Col. Joseph, an eminent Canadian Surveyor and Topographer, born in Canada, 1774, died in Montreal, 9th Ap. 1841. Was a son of Commodore Bouchette, also a native of Canada, and an officer in the Provincial Navy. In 1790 he entered the office of his uncle, Major Holland, then Surveyor-General of B. N. A., as a draftsman. In the following year he joined the Provincial Navy, in which he remained until 1796. In that year he was placed in command of an armed row-galley on the St. Lawrence for the purpose of detecting certain treasonable practices, in which object he was successful. In 1803, he was

appointed Deputy-Surveyor-General, and in the following year Surveyor-General of Lower Canada. During the American war in 1812, Col. Bouchette raised a corps called "The Quebec Volunteers," and during the continuance of the campaign was employed in carrying despatches from headquarters to the Major-General commanding in Upper Canada; he was also charged 'with secret instructions to report on the general defensive state of the frontier, whether possessing any interesting posts, and at the same time to reconnoitre and ascertain the position and strength of the enemy as he proceeded.' He also rendered various other important services to the Crown at this critical period. In 1815 he proceeded to England for the purpose of personally superintending the publication of his Topographical Maps and *Topographical Description of Lower Canada*. A copy was presented by the author in person to the Prince Regent, to whom the work, by permission, was dedicated. On this occasion, Mr. Fenning's Taylor informs us, Col. B. was recommended by the Duke of Kent for the honor of Knighthood. While in England he received the appointment of Surveyor-General, under the articles of the Treaty of Ghent, for establishing the boundary between His Majesty's possessions in America and the U. S.; and at the instance of the commissioners and the agent under that treaty prepared a project of operations for the year 1817, which he submitted to the Board at Boston. The result of his labours during that year was conveyed to the Board of Commissioners in extensive and explanatory plans, sections and reports, for which he received their approval and commendation, and upon which the strongest arguments of His Majesty's Agent were chiefly grounded, in claiming the whole extent of country north of Mars Hill ridge of highlands, which is that pointed out by Col. B. as the legitimate boundary between that part of the British possessions and the territory of the U. S. And although the Ashburton Treaty has since yielded to the pretensions of the U. S., to a boundary much further north, and coming within a few miles of the St. Lawrence, it is now generally admitted that the line of boundary pointed out by Col. B. was that upon which the British negotiator should have insisted.

"In 1827, with a view of ascertaining the statistics of Lower Canada, he visited all parts of the Province, and devoting himself to long and laborious researches, deduced explanatory reports and tabular statistical statements that met with the marked approbation of His Majesty's representative in that colony..... He repaired to England in 1830, under the formal sanction and support of the Provincial Legislature, and with the approbation of the Executive Government, to superintend the publication of his new work on the topography, geography, and statistics of L. C., which grew out of the materials studiously collected during the previous 15 years, with a view to the accomplishment of that object. His works were printed and published in England on a scale of magnificence which rendered them costly to the author and too expensive for general circulation. For his first work the Soc. of Arts and Sciences (Lon.) elected him a corresponding member and awarded him their 'Gold Isis Medal.' His second work—'*The British Dominions in North America*,' and the maps which accompanied it, were by special permission dedicated to the late King William IV., and were received by that monarch from the author in person. Col. B. was received with favour and distinction at Court, owing doubtless to the friendship of his early patron, the late Duke of Kent, whose royal influence and protection followed him in every phase of his career in England.

"List of his works.—I. A Topographical description of the Province of Lower Canada, with remarks upon Upper Canada, and on the relative condition of both Provinces with the United States of America. London, 1815, pp. xv—640—LXXXVI, r. 8vo. Plates 17. Also in French."

The above mentioned great work was published under the sanction of the Legislature of Lower Canada, by a vote of the Legislative Assembly, 23rd Feb., 1814. The amount voted was £1,500—the amount paid £500. *Still due to his heirs and representatives* £1,000 with interest. The work cost the author £4,500 sterling. The claim for the above amount has been repeatedly made to the Legis-

lature, and though always recognized as just, has not to this day been paid by the country!!!

"II. The British Dominion in North America, or a Topographical and Statistical description of the Provinces of Upper and Lower Canada, New Brunswick, Nova Scotia, the Island of Newfoundland, Prince Edward, and Cape Breton, including considerations on Land Granting and Emigration, and a Topographical Dictionary of Lower Canada; to which is annexed the statistical tables and tables of distances, published with the author's maps of Lower Canada. Embellished with vignettes, views, landscapes, plans of towns, harbours, &c., containing also a copious Appendix. London, 1831, 3 vols.—4to."

Mr. Bouchette expended about £5,000 sterling of his own money on this second work. He gave his country all he had, and his country in return, not only allowed him to die poor—in want—but, more than ungrateful, has kept back to this day what was due to him! It is a debt of honor which the country at large must honorably pay, or shamefully wear a stigma on its escutcheon, which cannot be wiped off.

WINDSOR, 229 m. from Suspension Bridge, 185¾ m. from Hamilton.

—The AMERICAN HOUSE, Ed. Barrett, pro.—close to the Great Western depot and ferry—is a good house, and much frequented by the Detroit people.

Windsor is an incorporated town on the Detroit river, opposite the City of Detroit, in the township of Sandwich, county of Essex, at one of the extreme ends of Western Canada or Province of Ontario. The river banks are about 30 feet high all along; the wharves are good and clean, and the buildings of the Great Western Railway Co. have also a fine appearance. The river is a mile wide, and the ferry boat of the Great Western Railway Co., which carries across the passenger and freight cars, is a very powerful and fine steamer. It crosses the year around.—The following statement of cars, freight, passenger, and baggage, crossed over the Great Western ferry boat during 1871, will no doubt prove of interest:—passenger cars, 4,045; baggage, 1,508; freight, 110,172; and locomotives, 162. Ordinary running expenses a month of the boat, \$2,500. It has 2 inclined marine engines; power, 750 horse, and was built in Montreal, by D. Dunbar.—Examination of baggage by United States and Canadian Customs Officers takes place on board the ferry boat, and baggage is also checked *in bond*, from one State to another, over Canadian lines, without expense, and without being examined.—Windsor was incorporated as a village in 1854, and as a town in 1858. The population, about 4,000, is represented partly by about 500 French-Canadians, and 600 colored people. There is a good brick Town Hall, a small-pox hospital, a steam fire engine, cost \$5,000, with hook and ladder Co. The revenue of the town is \$24,000; assessment 18 mills on the \$. It is a port of entry with a staff of 11 Customs officers. The Inland Revenue office here collects over one million dollars per annum. Mr. Geo. W. Swift is U. S. Consul. There is a Board of Trade; 2 weekly papers, the *Essex Record* (ref.), Thurs., and the *Eclipse* (ind.), Fri. The churches are Roman Catholic, Episcopal, Presbyterian, Methodist, Baptist (colored), 2 Methodist, also colored, and the schools, 1 High and 3 public, employ 12 teachers; salaries \$6,000; no separate school. There is a stage line from here to Gosfield, 30 miles s. e., to Amherstburg, 18 m. s., and to Colchester, 30 m. s. The price of lots on main business street, 100 feet deep, average \$100 a foot frontage; farms around, from \$40 to \$50 per acre. The soil is clay loam and produces excellent crops of general grain; fall wheat averages 25 bushels to the acre; but the huge staple crop, which never fails, is corn. Windsor ships large quantities of hardwood lumber, and round and square logs of red oak. The exports from this place in 1870, were \$343,381; imports, \$488,548; exports in 1871, \$457,558; imports, \$567,774.

MASONIC.—Great Western, 47, Thurs. on or b.—I. O. O. F. Frontier, 45, Wed.—I. O. G. T. Victoria, 1508, Tues.—Golden Star, 570, Thurs.—Orange Lodge, 552, Sat. on or b.

SOME OF THE PROMINENT MEN.—D. Cameron, Jas. Dougall, Wm. McGregor, R. McGregor, John O'Connor, A. Prince, Frs. Caron, Dr. Casgrain, Dr. Andrews, Rev. Jos. A. Wagner (R. C.), Rev. John Hurst, S. S. Macdonald, Alex. Bartlet, Wm. Benson, Wm. Morton, Jas. Fraser.

SANDWICH, 2 m. south of Windsor, has a population of 1,200. It is the county seat, and has a good stone Court House, Jail and Registry Office, many large orchards, and close by is the well known farm of the late celebrated Colonel Prince, finely wooded with second growth groves of fancifully arranged trees. There is an extensive brickyard; daily capacity 35,000 bricks. The fishing here and at Windsor, is very extensive and consists principally of white fish. They are caught in Oct. and Nov., and exported, frozen, in brls. to New York, New Orleans and Europe. There are over 100 white fisheries, which produce \$100,000 yearly. The radishes of La Petite Cote, close by, are extensively cultivated and find in Detroit and New York a ready market price; one man realized last year \$400 by them. The *Dominion*, weekly, (cons.) is published here on Frid. The road along the river is very fine, and many from Detroit come here, on Sundays especially, to the Mineral Sulphur Springs, where a good hotel (F. A. Rhodes, pro.) is established for boarders and transient visitors. Boats from Detroit run here regularly daily—and 5 stages from Windsor; fare 10 cts. The hotel contains 27 rooms and every convenience. The bath house, in connection with the hotel, has 24 divisions and a separate department for ladies attended by Mrs. Dr. Wilson; hot and cold baths are administered. There is a flowing well, 533 feet deep, 4 inch bore; capacity 3 brls. per minute.

Another place in vicinity, $1\frac{1}{2}$ mile n., is Walkerville. Mr. Hiram Walker, from Detroit, is the originator and patron of the place; his 2 distilleries employ 500 people; he pays annually to the Inland Revenue Department \$750,000; his elevator's capacity is 600 bush. per hour. There is also a large shipyard carried on by S. & H. Jenking. Population about 700.

BELLE RIVIERE, $17\frac{1}{4}$ m. from Detroit, $211\frac{3}{4}$ m. from Suspension Bridge, is a small place in the township of Tilbury West, county of Essex, named after the river which courses through the 1,000 acres of marsh lying around here. Some parts of the land, dried by ditches, form good farms. The population is principally French-Canadian. Ducks and other game are in abundance.

STONEY POINT, 26 m. from Detroit, 203 m. from Suspension Bridge, is a village in the township of Tilbury West, county of Essex. The Point on the Lake should have been called Sandy Point, as stones about the marshes here are scarce. Population about 350.

CHATHAM, $45\frac{1}{2}$ m. from Windsor, $183\frac{1}{2}$ m. from Suspension Bridge. —RANKIN HOUSE—John Wright, pro.—first class Hotel. Fee Bus. to the hotel.

Chatham is about $\frac{3}{4}$ m. N. from the station. It is the county town of Kent, on the river Thames, formerly called *La Tranche* by the French, at the junction of the four townships of Dover, Chatham, Harwich and Raleigh. It has a separate municipality. The river and McGregor's creek divide the town into two unequal parts; business portion is on S. side; it is navigable 18 m. down to Lake St. Clair, and 26 m. altogether for vessels drawing from 10 to 12 feet. The main business st. has many fine brick buildings, some parts paved with Nicholson blocks; large stores of all kinds on it do much wholesale business also. The exports of Chatham in 1870 were \$647,561; imports \$80,518,—exports in 1871, \$459,732, imports \$97,631. This town was originally laid out by Gov. Simcoe, who reserved 600 acres for a town plot. It was incorporated about 1855. The population is over 6,000; there are about 500 French-Canadians, 300 Germans, and 500 colored people. The brick Town Hall and Market are situated on a large square. The Jail and Court House are good stone buildings. There is a steam fire engine which was manufactured here, at a cost of \$3,500, also a hand one. The annual revenue of this town is \$30,000; assessment 23 mills on the \$.

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It is a port of entry. Mr. Thos. McKrae is the U.S. Consular Agent. There is a Board of Trade, and 2 newspapers : *Chatham Banner*, weekly, (ref.) Wed., and the *Chatham Planet* (cons.) Mon. Wed. Fri. The churches are Roman Catholic, Episcopal, 2 Baptist (1 col.), 2 Methodist, 1 Prim. Methodist, Kirk of Scotland and Canada Presbyterian.—SCHOOLS, 1 High and 5 public ; (the buildings are of brick, and elegant) they employ 15 teachers ; maintenance \$8,000. There is also 1 R. C. separate school, having 3 teachers ; maintenance \$1,200. Also a convent, Ursulines Academy, large and fine brick building, 4 stories high, grounds 12 acres, 20 nuns, 90 pupils ; value of property \$30,000. The banks are the Royal Canadian, Commerce, and Merchants.—The Canada Southern Railway passes 6 miles S. from here and will, it is said, extend a branch line to the town. There are 5 daily stage lines, 2 to Dresden, N. E. 16 m. ; fare 50 cts. ; 1 to Wallaceburg, 16 m. N. W. ; fare 50 cts. (both places on the banks of river Sydenham), and 2 to Morpeth, 24 m. S. The price of lots on main business st. 100 ft. deep, is \$100 a foot frontage ; improved farms in vicinity from \$30 to \$60 per acre ; the soil is clay and bears well fall wheat and other grains ; wheat about 30 bush. to the acre. There are 10 brickyards (price \$6 & \$6½ per 1,000) within a circuit of 6 m. Gas works are being established. A Mechanics' Institute is in active operation, and a very fine Music Hall, 110 × 70 ft. with galleries ; stage 30 × 45 ft. ; the ceiling 28 ft. high—has lately been completed. It will seat 1,500 people. Gordon, D. Crowe & Bro. pros. There are 7 large flour mills, 2 cloth factories, 4 foundries, 3 cabinet factories, 4 planing mills, 1 pump and stove factory, 1 agricultural implement factory, 1 distillery and brewery, 2 soap and candle factories, and a pot and pearlshery. There used to be much tobacco cultivated in former years in the neighborhood, 1,000 hhds. having been shipped in a year, but it has fallen off considerably. Much hard square timber is cut, and shipped, and in the way of cord wood, one man sent to Detroit last year 35,000 cords. Red and white oak is so common that the sidewalks are made of it in many streets. There are 2 large shipyards on the river ; 3 propellers, 2 large barges, and smaller crafts were built there within the year. A good sized steamboat, built and owned here, runs to Detroit every other day, and 3 large propellers ; 2 are on the Montreal line, the other on Chicago line.—MASONIC,—Wellington, 46, 2nd. Mon.—Parthenon, 1st. Wed. ; Wellington Ch. 47, Thur. on or b.—I. O. O. F. Chatham, 29, Tues.—I. O. G. T. Temple of Honor, 129, Mon.—St. Jean Baptiste Society, 1st. Mon.—Orange Lodge, 1041, 1st. Thurs.

SOME OF THE PROMINENT MEN.—Rufus Stephenson, M. P., Robert Lowe, R. O. Smith, H. Smyth, Jas. Lamont, J. Tissiman, P. E. McKerral, W. B. Wells, Chs. R. Atkinson, Chs. Pegley, E. W. Scane, C. G. Chartries, H. F. Cumming, Ths. Stone, J. McKeough, Wm. McKeough, Wm. Douglas, Ed. Fontaine, N. Tétrault, Frs. Robert, Rev. Mr. Sandys, Rev. W. Rennie, Simpson & Chisholm, Hyslop & Ronald, ship builders.

There is a FRENCH-CANADIAN SETTLEMENT, 6 miles N. W. of Chatham, partly on river Thames, numbers over 1,800 inhabitants, settled some 15 years, called (post office name) Dover South, or Pin Court by the French. The land is there very good. Most of the settlers came from Laprairie, St. Johns, St. Jacques-le-Mineur, Napierville and St. Rémi, Q. Rev. Calixte Dupras is the pastor, and Jacob Pinsonneault and Jos. Thibaudeau are two of the prominent men there.

THAMESVILLE, 60½ m. from Windsor, 168½ m. from Suspension Bridge, is a thriving village on the River Thames, township of Camden, county of Kent, electoral division of Bothwell. A large business is done here in cord wood and country produce. Population about 400.—MASONIC.—Tecumseh, 245, 2nd Tues.—I.O.G.T.—Victory, 388, Fri.

BOTHWELL, 68 m. from Windsor, 161 m. from Suspension Bridge, was incorporated as a town in 1866 ; it is in the township of Zone, county of Kent. Its former prestige as a coal oil district or place has suffered, as the wells have

been most all abandoned. Experts at Petrolea, however, say that the oil is not exhausted, and that the wells may be again productive, and render this place quite a prominent town as of old. The Bothwell C.W. Land and Petroleum Co., familiarly known as the Scotch Co., is said to act as a great drawback on the development of the place. Its tract comprises 5,000 acres in the immediate vicinity. It was sold by the Hon. Geo. Brown to said Co. in 1865. The Co. will not sell, and does nothing to help any one. The population is about 1,000. A large Town hall is in course of erection; there is a hand fire engine; the revenue is \$4,000, assessment 14 mills on the \$. There are 2 weekly papers, *Bothwell Advance* (ref.), Fri., and *Saturday Review*, (ind.) The churches are Episcopal, Baptist, Presbyterian W. Methodist, Epis. Methodist, Roman Catholic. The schools are 2 public, with 4 teachers; maintenance \$2,000.—Daily stage lines, 1 to Sutherland Corners, 5 m. n.; 1 to Florence, 9 m. w.; 1 to Cashmere, on River Thames, 3 m. e. Best business lots, 50 × 132, worth \$300; cultivated lands \$25 per acre. The soil is sandy in immediate vicinity, and clay loam 3 miles outside. Roots of all descriptions grow well near by; potatoes of the best kind are produced in enormous crops. There are 2 brickyards within 2 m. Great quantities of white oak staves are shipped from here, and a vast amount of cord wood is furnished to the G. W. Co. There is a planing mill, grist mill, saw and shingle factory and a saw mill.—MASONIC: Bothwell, 179, Wed. on or b.—I.O.O.F.: Bothwell, 74, Wed.—I.O.G.T.: Bothwell, 95, Tues.; Tecumseh, 236, Mon.—ORANGE LODGES, 292, 1st Fri.; 1212, Fri. on or b.

SOME OF THE PROMINENT MEN.—D. McCraney, T. Boon, H. F. Smith, Geo. Railton, R. Nichol, Dr. Pope, F. A. Giesea, Rev. D. Deacon, R. H. Warden, M. Benson.

NEWBURY, 73¼ m. from Windsor, 155¼ m. from Suspension Bridge.

At the station are two fine water tanks, capacity 50,000 gals. each, worked by wind. Newbury is an incorporated village in the township of Mosa, county of Mid'lesex. It is the centre of a large and increasing business, and large quantities of square timber, oak staves and lumber are shipped yearly. It was incorporated in 1872. Population 800. There is a good Town hall; the revenue is \$3,000; assessment 12 mills on the \$. There are 3 churches: Episcopal, W. Methodist, and Baptist. A large public school employs 2 teachers, salaries \$1,000. A daily stage runs to Wardsville, 3 m. s.; fare 25 cts. Good business lots 66 × 132 ft. are worth from 300 to \$500; farms at a few miles round bring \$25 per acre. The soil is sandy loam, and produces corn, oats, spring and fall wheat, 20 to 25 bush. per acre. There is a wool factory, 2 saw mills and 2 veneer factories.—MASONIC.—Albion, 80, 1st Tues.—I. O. O. F. Mount Zion, 46, Thurs.—Orange Lodge, 658, 2nd Fri.

SOME OF THE PROMINENT MEN.—John D. Anderson, Dr. Roome, Ths. Robinson, T. Story, R. Thompson, R. Adair, Geo. Smith, Rev. E. Shorey, Rev. T. Webster, H. R. Archer, S. J. Ball.

GLENCOE, 79¼ m. from Windsor, 149¼ m. from Suspension Bridge, is a smart village in the townships of Ekfrid and Mosa, county of Middlesex; grain, lumber and produce are shipped in large quantities from this village. The Canada Air Line Branch of the Great Western Railway, lately completed, has here its Western terminus. There are several saw, planing, flour and grist mills. Population about 600.—Orange Lodge, 593, 1st Mon.

APPIN, 84 m. from Windsor, 145 m. from Suspension Bridge, is a small village in the township of Ekfrid, county of Middlesex, which promises to grow in importance. It has 2 stave, and one waggon, factories, and its general look is prepossessing. About 2 m. e. is seen the track of the Canada Southern R.R. Population about 150.—Orange Lodge, 981, 2d. Mon.

LONGWOOD, 89 m. from Windsor, 140 m. from Suspension Bridge, is a

small village, 3 m. s. from the station, in the township of Caradoc, county of Middlesex. Population about 150.—Orange Lodge, 543, 1st Tues.

MOUNT BRYDGES, 95 m. from Windsor, 134 m. from Suspension Bridge, is a rising village in the township of Caradoc, county of Middlesex. There is here a saw mill and stave factory. The country around abounds with fine hard timber, and much of it is shipped from this station. This place takes its name from Mr. C. J. Brydges, ex-General Manager of the Great Western Railway, and at present General Manager of the Grand Trunk Railway. Population about 300.—**MASONIC**: St. Johns, 81, Tues. on or b.—I. O. G. T. Jonadab, 250, Wed.—Orange Lodge, 1186, 1st Tues.

KOMOKA, 99 $\frac{3}{4}$ m. from Windsor, 10 m. from London, 129 $\frac{3}{4}$ m. from Suspension Bridge, is a small village in the township of Lobo, county of Middlesex, first settled in 1855. It is bound, near the station, on the north side, by a gravel ridge. Being the junction station of the Petrolia and Sarnia Branch of the Great Western, this place thereby is of some importance. The farms in vicinity have a charming rolling aspect and produce excellent crops of general grain. A great number of groves and living springs attract here many pic-nickers from London and other parts. Population about 200.

Passengers coming from the West, on main line, and having to travel on the London and Sarnia Branch, which leads also to Petrolia, have here to change cars. Those from the East, bound in that direction, will have taken at London a regular Branch Line train, and remain seated.

LONDON, 109 $\frac{3}{4}$ m. from Windsor, 119 $\frac{1}{2}$ m. from Suspension Bridge.—The **TECUMSEH HOUSE**, (is highly recommended)—200 x 130 feet, 4 stories high, right across the st., W. end of the station—B. F. & E. M. Moore, proprietors.

Restaurant Dining Room in the Station; 20 minutes for meals.—Hack fare 25 cts. in the city, and \$1 by the hour.—The **REVERE HOUSE**, on Richmond st., close to the Station, is a *very good* second class hotel.

The Station is large, commodious and well fitted with every convenience.

The Western *baby* London, in the township of that name, county of Middlesex, was incorporated in 1855, and its population, irrespective of outside clinging suburbs, mentioned farther on, is 17,000. It has grown very fast—more so, perhaps, than its great European namesake. Like Milwaukee, the “Forest City” might be called the “Cream City,” but like Boston it may also be considered as the Athens of this Western portion of Ontario. The Hellmuth Colleges, for boys and girls, have deservedly given it that reputation. The citizens are spirited, and without any outward show or display manage well, not only their civic affairs with economy and progressive steps, but rapidly increase the status of personal and public wealth. The surrounding country is rich, and the farmers and others have cause to feel proud of their fine county seat. The commercial and industrial vocations carried on here on a very extensive scale, keep pace with the energy and intelligence also displayed by the rural districts. It is by means of stern instruction and polished education that London systematically proceeds in the rearing up of her sons and daughters, and any one noticing attentively the Huron and Hellmuth pupils, occasionally seen on the wide platform of the station, with long black flowing gowns and queer *coiffures*, will be convinced of this, as also of the fact that real merit alone is countenanced by the people. London is beautifully situated on the banks of the river Thames, which has here two branches; it extends N. from one end and E. from the other, over rising grounds, and the eye is pleased to see everywhere almost none but good and many very fine buildings of white brick or free stone; the streets are clean, and system and order reign all through. The distance from the forks to E. limits is about 1 $\frac{1}{4}$ m. and 1 $\frac{1}{2}$ m. N. and S. All public buildings are first class, such as many cities more populous might indeed be proud of. The hotels, even the second class, are remarkably good buildings and well kept.

The Tecumseh House is exceptionally large and deservedly patronized by first class travellers from all parts. It is a regular haunt in summer for Southerners, and has recently been newly fitted and furnished. —The new Custom House, on Richmond st., entirely of freestone, deserves notice ; the Royal Arms (stone) 11 x 9 feet on the front, is a capital piece of sculpture, executed by H. A. Wilkens, one of the able pupils of Friedrich, of Strasburg, and well known as a first class artist in the U.S. and Canada. Charles Dunnett was the builder. —The Diocesan Cathedral, on same st., is being built and bids fair to be another architectural gem ; the estimated cost is \$100,000. Higher up on the heights stands the Huron Theological College, under charge of the English Church ; it was established by the late Bishop in 1863, and the Hellmuth College, "for the education of the sons of gentlemen," was inaugurated in 1865; named after the present Bishop, the originator, and who gave personally over \$80,000 towards it, and the Ladies' College, inaugurated by Prince Arthur in 1869. Both are very fine structures, the grounds extensive and beautifully ornamented. Major R. J. Evans, late of 16th Regt., is the secretary and treasurer for the boys', and no better man could possibly have been appointed. Near by is also the establishment of the Sisters of Charity (R. C.); very fine also ; and of same denomination, on Dundas st., is the Sacred Heart Academy, having 25 boarding pupils, 50 altogether ; conducted by 18 sisters ; grounds 5 acres ; property valued at \$50,000.

The exports from London in 1870 were \$1,149,137 ; imports, \$1,104,224—exports in 1871, \$1,098,323 ; imports, \$1,337,655. The city has 1 steam and 2 hand fire engines, good gas works ; water works are soon to be established. The revenue is \$113,978 ; the assessment 15 mills on the \$. Real estate \$4,786,733 ; personal estate, \$2,016,900—total, \$6,803,633. One thousand of the population is colored, who are very deserving citizens, and doing well. London is a port of entry, and Mr. Wm. F. Blake is U.S. Consular agent, under the Consulate at Hamilton. There is a Board of Trade, 90 members, which meets quarterly. The daily newspapers are, the *London Free Press* (cons.), estab. 1855 as a daily : (the oldest paper of the city) ; the *Daily Advertiser* (ref.), estab. 1863 ; and the *Herald and Prototype* (cons.), estab. 1861.—Others are the *Western Workman*, Mon., and the monthly *Farmer's Advocate*. The churches are all costly, tasty edifices : 2 Episcopal, 1 Baptist, 2 Presbyterian, 1 Bible Christian, 1 Congregational, 2 W. Methodist, 1 Epis. Methodist, 2 Prim. Methodist, 1 N. Con. Methodist, St. James, Kirk of Scotland, St. Paul's Cathedral, and St. Peter's (R. C.) (large congregation), with separate school attached, for boys and girls, conducted by a male teacher and 3 nuns. The colored churches are Baptist and Methodist. The other schools are under a Joint Board of Trustees ; the High school controlled by six trustees, the 8 ward schools by 14 trustees. There are six visitors (50 pupils to each teacher), who are 30 in number, 6 males and 24 ladies. The total maintenance is \$17,000.—The banks are, the Bank of Montreal, Molson's Bank, Bank of Commerce, Bank of British North America, Merchants' Bank ; Savings' Banks : the Huron and Erie, Ontario, Agricultural, and Dominion ; they are also Investment. There is, beside, the London Freehold and Leasehold Land Benefit Building Society.—The larger portion of the manufactories are situated just outside the E. city limits.—The Ontario Car Works Co.'s main building is 372 x 90 feet, for wood erecting and paint shops ; the adjoining building, iron machine and blacksmith's shop, is 216 x 50 feet ; capacity, 6 cars a day—box, platform and stock cars. It is building iron oil tank cars for the Great Western Railway, also conductors' cars. It furnishes thus Canada and U. S. R.R. Cos. with different kinds of cars, and employs 250 men, whose monthly wages average \$7,000 ; paid up capital is over \$50,000. The grounds have an area of 23 acres. Manager of the works, Thomas Muir ; Supt., Alex. Willis.—The Western of Canada Oil Lands and Works Co. (English Co.), estab. 1871, capital 2 millions, John Walker, manager, manufactures sulphuric acid and superphosphate of lime ; exports to Europe ; capacity 30,000 gals. oil a day ; 46 steam engines and boilers here and at Petrolea ; employs 500 men. The grounds here are 18 acres, used for refineries, chemical

and superphosphate of lime works ; at Petrolea has a refinery, 40 wells and 5,000 acres of land.—The Atlantic Petroleum Works, owned by H. Waterman & Bro., give employ to 100 men, including coopers, &c.; capacity 10,000 gals. a day, of refined oil ; export to Germany principally ; have latest improved machineries ; area of ground 8 acres ; capital \$150,000.—Englehart & Co. oil refinery, employs 300 men, including coopers, &c.; capacity 1,800 brls. a week ; export exclusively ; grounds 9 acres ; 4 steam boilers, 60 h. p. each.—One third of the business in London is represented by these oil works, about 18 in number, manufacturing about 5,000 brls. a week : representing about two and a half millions of dollars a year.—In the neighborhood is also a very large cooorage, and the inhabitants there are at least 2,000. There are 3 tanneries to the N., 2 owned by E. W. Hyman, capacity 200 hides a week, employ 30 men ; and 1 owned by R. Arcsott, 60 hides a week, 10 men,—all the leather consumed in the locality. There are three boot and shoe factories, employ 220 hands, men and women, and 6 flour mills. The manufacturing of elegant carriages is extensively carried on by several firms. There are about 20 brickyards in neighborhood, making fine quality of white brick, price from \$5 to \$6 per 1,000, according to season.—Places in vicinity, over the river—Petersville, N. W., inhabited by many of the working classes of London ; population 1,500. Westminster district, S. W., population 1,000, is very finely situated and ornamented ; it is principally inhabited by the wealthy merchants of the city, who have very tasty residences.—The White Sulphur Springs and Bath establishment, at the junction of the two branches of the river, within the city, with cold and hot water, is a magnificent institution ; Chs. Dunnett, pro.—Three railway Cos. run their trains through the city : the Grand Trunk ; Great Western ; London and Port Stanley.—There is a projected R. R. called the London, Huron and Bruce R. R. in connection with Great Western, which will extend from London to Wingham, 67 m.; projected end at Kincardine, on Lake Huron,—100 m. altogether ; it will connect also with the Port Stanley road here. The whole line has been surveyed and is under contract.—Good city business lots 110 feet deep bring readily \$400 a foot frontage ; residence lots from \$11 to \$20. The price of farms varies from \$50 to \$200 an acre ; the quality of soil is sandy loam.—The mayor is allowed no salary ; but, by special vote last year, \$600 was given to the incumbent. The Chamberlain's salary is \$1,000 ; City Clerk the same, without assistant ; Clerk of Police Court & Registrar of Births, &c., \$200 ; City Engineer, \$600 ; City Physician, incl. medicines, \$500. The Crystal Palace is a large good building, with spacious and suitable grounds. The Western Fair and Agricultural Exhibition, estab. 1868, holds its annual great displays there. The Society represents the city and four eastern townships of the county ; its prizes in 1872 were \$10,000. The Mechanics' Institute with a Museum, and the Literary Society are prosperous.

BENEVOLENT.—City Hospital ; Mount Hope Orphan Asylum (R. C.) ; St. Vincent de Paul (R. C.). The London Lunatic Asylum, Government institution, outside of city, has 500 inmates. **NATIONAL SOCIETIES.**—St. George's and St. Andrew's.—**RELIGIOUS.**—The Bible Depository, the Church Society, diocese of Huron, Church of England's Young Men Association.—**STAGE ROUTES,** daily to Belmont, 12 m. S.E., fare 50 cts.—to Exeter, daily, 30 m. S., fare \$1.50.—to Lucan, daily, 15 m. N., fare \$1.20.—to Delaware, tri-weekly, 12 m., fare 38 cts.

MASONIC.—St. Johns, 20, 2nd. Tues. ; St. George's, 42, 1st. Wed. ; Kilwinning, 64, 3rd. Thurs. ; Tuscan, 195, 1st. Mon. ; St. John's, 209, I. R., Wed. ; St. George's, Ch. 5, 4th. Fri. in Feb., May, Augt. and Sept. ; I. R. Ch. 209, 3rd. Fri. ; Rose Croix, Ch. H. R. D. M. 3rd. Mon. in Sept., Dec., March and June :—in Masonic Hall, Albion building, Richmond st.—Shaftesbury (col.) 6, 1st. Tues. ; Osiris (col.), U. D., 1st. Wed.—I. O. O. F. Victoria, 1, (Daughters of Rebecca), Fri. ; Eureka, 30, Tues. ; Forest City, 38, Mon. ; Dominion, 48, Wed. ; Loyal City of London, 5,772, M. U., 2nd. month. on Mon. ; Harmony Encampment, 3, 2nd. and 4th. Thurs. month.—I. O. G. T. Morrill,

181, Tues.; Pioneer, 126, Thurs.; Hammond, 7, Wed.—B. O. G. T. Forest. City, Thurs.—Sons of Temperance, Pioneer Division, 36, Fri.—Knights of Pythias, Alpha, 2, Fri.—Ancient Order of Foresters, 2, Mon.—Orange Lodges, 182, 1st. Thurs.; 412, 1st. Mon.; 791, 2nd. Mon.

SOME OF THE PROMINENT MEN.—The Bishop of Huron, Isaac Hellmuth; the Roman Catholic Bishop, John Walsh; Judge W. Elliott, Hon. John Carling, Wm. Carling, Major R. J. Evans, John Campbell, A. S. Abbott, John Brown, H. C. R. Beecher, T. Scatterd, M.P.—W. R. Meredith, E. J. Parke, E. W. Hyman, Thos. Muir, J. L. Englehart, John Birrell, S. Peters, J. B. Laing, A. Cleghorn, W. S. Smith, Geo. Moorhead, J. McMechan, F. A. Fitzgerald, A. Keenleyside, T. Churcher, W. Bowman, J. B. Strathey, L. Lawless, J. Walker, T. H. Smallman, J. Egan, Jas. Shanly, Wm. Duffield, Jas. Duffield, Wm. Saunders, Josiah Blackburn, John Siddons, M. D. Dawson, John Cameron, F. Rowland, H. Fysh, J. Durand, B. A. Mitchell, J. Labatt, H. Waterman, I. Waterman, J. Atkinson, A. Johnstone, Senator Leonard, Sheriff Glass, D. Glass, M.P.—W. Wallace, W. G. Moncrief, T. Thompson.

STRATHROY, 20¼ m. from London, 40¼ m. from Sarnia, lies at its E. end on river Sydenham, in the townships of Adelaide and Caradoc, county of Middlesex. It was incorporated as a village in 1860, and as a town in 1872. First settled by British Consul to New York, Mr. Buchanan, in 1836. The general aspect of this town is very pleasing; the streets are wide, run at right angles, N. and S. and E. and W. The buildings, mostly of white brick, look remarkably well. There is much activity displayed in every quarter, trading and manufacturing being very extensive. Fruits of different kinds are extensively cultivated. One man out of a 5 acre orchard raised 1,000 bushels of apples. Strawberries, cherries, grapes and peaches are good crops, and of fine quality. The hotels have almost all a very fine appearance, exceedingly clean, and seem well managed. The population is 3,500; real estate \$345,000; personal, \$53,000; revenue, \$10,000; assess. 1¼c on the \$. Property is assessed low. Churches: 1 Episcopal, 1 Roman Catholic, 1 W. Methodist, 1 Epis. Methodist, 1 Presbyterian, 1 Baptist and a Swedenborg. Schools: a Central with High and 6 ward depts. employ 8 teachers; salaries \$3,235. Banks: Bank of Commerce, St. Lawrence Bank, and a private concern, Johnston's Bank. Manufactories: 2 foundries, 2 breweries, 2 tanneries, 2 sash, door and blind, 1 saw and planing; 1 woollen factory, owned by a Co. of residents, employs 60 hands, and manufactures 100,000 yds. of tweeds yearly. It is run by steam, and the building is of white brick, 3 stories high; has a very good appearance; 2 grist mills, one of them, owned by Mr. R. Pincombe, has 5 run of stones, capacity 100 brls. a day; 1 hub, spoke and bending factory, does a large business. There are 6 brickyards, 2 week-lies: *Age* (ref.), Fri., and *Dispatch* (cons.), Thurs. Lots near station, 100 ft. deep, bring but 40 and \$50 a foot frontage; on main st. \$90 a foot; farms from 30 to \$40 an acre. The soil in S. direction is sandy, in the N. heavy clay. Bricks sell at \$5.75 per 1000, delivered. Root and grain crops are shipped in large quantities from this place, also lumber of different kinds. Timber is chiefly hard maple, beech, and little oak. Places in vicinity.—Katesville, 2½ m.; Napier, 12 m., both S.W.; Adelaide, 7 m. N.W.; Hickory Corners, 4 m. N.E.—**MASONIC**. Beaver, F., Fri. on or b.—I O. O. F. Howard, 58, Wed.—Orange Lodge, 537, Tues. on or b.

SOME OF THE PROMINENT MEN.—J. D. Dewan, J. B. Winlow, A. Robbs, C. H. Macintosh, H. McColl, R. C. Scatterd, J. Cameron, W. P. Laird, E. Stonehouse, G. W. Ross, M.P., Dr. W. Bettridge, Dr. E. G. Edwards, Dr. W. W. Hoare, Rev. J. W. P. Smith, Rev. H. Dockham, Rev. P. J. O'Shea (R.C.), Rev. T. Cosford, W. H. Murray, C. G. Scott, J. Noble, A. Goodwin, P. O'Dwyer, Chas. Murray, F. J. Craig, W. G. Van Staden, T. Richardson, Geo. Jackson, D. Vary, R. Pincombe, T. Fawcett.

KERWOOD, 26¼ m. from London; 34¾ from Sarnia, is a flag station.

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a flag station.

WATFORD, 24 m. from Komoka, 27½ m. from Sarnia, is a village in the township of Warwick, county of Lambton. It is the shipping port for much grain and hard lumber. Population between 6 and 700.—**MASONIC** : Havelock, 238, Tues. b.—I. O. G. T., Watford Shield, 394.—Wed.—Orange Lodge, 746, Thurs. on or b.

WANSTEAD, 41¾ m. from London, 19¼ m. from Sarnia, is a small way station in the township of Plympton, county of Lambton. Principal business is lumber. Population 100.

WYOMING, 45½ m. from London, 15½ m. from Sarnia, is a rather large scattered village, waiting to become incorporated. There are 3 oil refineries, owned by F. Ward, Geo. Taylor, and E. McGarvie. The capacity of the first 350 brls., the second 1,000 brls., the third 300 brls. a week ; 1 woollen factory, 1 grist and 1 saw mill. The soil is clay ; hard wood lumber is shipped in large quantity from this station. **CHURCHES** : 1 Episcopal, 1 Roman Catholic, 2 Methodist, 1 Presbyterian ; one school with 2 teachers—salary \$600. Population about 600.—**MASONIC** : Burns, 153, Thurs. on or b.—Orange Lodges, 687, Wed. on or b. ; 964, Fri. on or b.

Passengers here should be careful to change cars, both ways, when going to or coming from Petrolea. Distance to Petrolea from this station, on a separate branch, is 5¾ m.

PETROLEA, 51¼ m. from London, 21¼ m. from Sarnia, by rail. This county town is situated in the township of Enniskillen, county of Lambton.—The **ANDERSON HOUSE**, Wm. Anderson, pro., opposite the station, has livery and first class accommodation.

Petrolea was raised into existence in 1865, by Mr. J. M. Williams, of Hamilton, who had commenced oil operations at Oil Springs, in 1859. Of all the coal oil districts in the world, this one has borne all along an unwavering reputation, and competent men are confident, from scientific researches, that for many years to come oil will not be exhausted. Long headed Scotchmen, who are generally "tight fisted," and having a heavy capital in the concern, are found to reason in that way. King territory, along the track of railway, is more largely operated than the low Bear Creek region, where oil was first struck. It is among the woods, but half cleared, that the wells and works are principally situated ; but many, however, are in the midst of the village, which is divided into two parts by Bear Creek. Some 2,000 wells have been bored within a circuit of six and seven miles, but 300 only at present are being worked. The method generally carried on consists for land holders to allow parties or Cos. to occupy ground, establish machinery and bore, and if successful the land owners claim a royalty of ¼ of the proceeds only. The different oil producers are represented by the Lambton Crude Oil Partnership, organized 1871, Mr. J. McDougall, chairman, doing business through the local bank "Vaughn and Fairbank." The Board of Management consists of 11 members, and effects all sales, the surplus being paid in dividends at end of every month. There are 80 underground tanks, holding 350,000 gals. of oil ; the wooden circular ones at the wells have a capacity of 10 and 20,000 gals. The Deluge and Empire wells from April last to present time, July 1872, have been giving from 400 to 500 brls. a day each. One well, Reynolds, Johnston Co., pros., has pumped in 12 months, day and night, over 11,000 brls. The old Ironsides well, owned by Fish & Townsend, of Petrolea, produced in 8 months, some 22,000 brls. The Battle Creek well, 5 years in existence, gives still 12 to 15 brls. a day ; and others with good returns date their existence six years back. Some wells, 500 feet deep, have been bored in 9 days. Several tanks along the track are supplied with iron leading pipes, 1½ and 2 miles in length, from the wells. The borings are from 4½ to 5 inches diameter, and the average depth varies from 450 to 500 feet. The steam engines used for pumping are from 12 to 15 horse power, and will in some cases work 2 or 3 wells with rockers. More than 2,000 men are

employed at the works; wages \$1.50 to \$2 a day. There are here 7 refineries, but others are likely to be soon erected. Two hundred oil tank cars are used for this place,—the cars are the property of the Great Western Railway Co., but the round tanks on them belong to the refineries; 2 tanks on every car, each holding 35 brls. Some cars are arranged with long round iron tanks, the whole length of car, painted white, and are employed exclusively for carrying distillate, or oil having undergone the first process of distillation; carried by that means for safety and freight saving. These are principally owned by the Carbon Oil Co. of Hamilton; Parson Bros., principal (Canadian) shareholders. A company is being formed to lay a pipe from here to London for the conveyance of oil, as some difficulty has been experienced in getting prompt delivery by rail. As the two places are on a level, pumps will have to be erected at intervals of about ten miles, to force the oil into the next pumping place. The distance is about 60 miles, and the estimated cost \$100,000. The weekly income from crude oil is over \$15,000, or at the rate of \$800,000 per annum. Within 1 year, ending June 1872, 500,000 brls. of oil have been shipped from here. It has been pretty well proved by practical tests that oil cannot be found, as a rule, below 500 ft. and the stratas met with are generally as follows:—90 ft. clay; 30 ft. hard rock; 10 ft. soap stone; 5 ft. hard rock; 131 ft. soap stone; 20 ft. hard rock; 40 ft. soap stone; 166 ft. hard rock; first "show" of oil at 400 ft.

Petroleum covers a large space of ground; the streets are planked in the middle, and all the buildings are frame. The soil is clay, but unfit for brick making, being gravelly. The village was incorporated in 1866. The area is 2,400 acres, population about 5,000, revenue \$21,000, municipal assess. 20 mills on the \$, school assess. 15 mills; real estate \$360,000, personal \$278,792. There is 1 steam fire engine, cost \$3,000. CHURCHES.—1 Episcopal, 1 Presbyterian, 1 Roman Catholic, 1 Epis. Methodist and 1 W. Methodist. A large Central School with 6 depts., employs 7 teachers; salaries \$2,250. The Canada Southern Railroad passes at 4 m. S. from the village. There are 2 weeklies published here: the *Canadian* and *Observer*.—MASONIC. Petrolea, 194, 2nd Wed.; Washington, 260, 1st Tues.—I.O.O.F. Friendship, 65, Fri.—Orange Lodge, 1,096, Tues. on or b.—1 Lodge, British Templars,—, Mon,

SOME OF THE PROMINENT MEN.—H. W. Lancey, J. D. Noble (the largest oil operator in Canada), Jos. McDougall, E. D. Kirby, Chas. Jenkins, J. H. Fairbank, H. Prince, Sir K. Jackson, Rev. J. W. Beaumont, Rev. G. A. Mitchell, Rev. Yappes (R.C.), J. N. Elliott, Dr. J. Mearns, Dr. W. H. Oliver, Dr. G. Paton, S. S. Griffith, J. Tracy, Geo. Railton, J. McKenzie, L. Arnett, L. B. Vaughn, G. E. Murphy, P. Barclay.

MANDAUMIN, $9\frac{3}{4}$ m. from Sarnia, $51\frac{1}{4}$ m. from London, is a village in the township of Plymouth, county of Lambton. Population about 100.

POND MILLS, 3 m. from London, $21\frac{1}{2}$ m. from Port Stanley, is a village in the township of Westminster, county of Huron. Distant from Goderich, the county town, 10 m. Population about 200.

WESTMINSTER, 5 m. from London, $19\frac{1}{2}$ m. from Port Stanley, is a way station in the township of Westminster, county of Middlesex.

GLENWORTH, 8 m. from London, $16\frac{1}{2}$ m. from Port Stanley, is a way station.

YARMOUTH, 11 m. from London, $13\frac{1}{2}$ m. from Port Stanley, is a small village in the township of Yarmouth, county of Haldimand; distant from Cayuga, the county town, 6 m. Population about 350.

ST. THOMAS, 15 m. from London, $9\frac{1}{2}$ m. from Port Stanley, is a flourishing incorporated town on Kettle Creek, township of Yarmouth, county of Elgin. It is the county seat and does a large trade in wheat and other country produce. The Canada Air Line, lately completed, passes through here; also the Canada Southern Railway. There are here two weeklies, *Canadian Home*

Journal and Despatch There are several manufactories, banks and seven churches. It is built on a high table land and nearly surrounded by Kettle Creek. Population about 2,000.—MASONIC. St. Thomas, 44, 1st. Thurs.—I. O. O. F. St. Thomas, 76, Wed.—Orange Lodge, 257, 1st. Mon.

WHITE'S, 20 m. from London, $4\frac{1}{2}$ m. from Port Stanley, is a way station.

PORT STANLEY, $24\frac{1}{2}$ m. from London, is a beautiful and flourishing village on the N. shore of Lake Erie, in the townships of Yarmouth and Southwold, county of Elgin. It is surrounded and sheltered on three of its sides by high hills. A fine aqueduct supplies the mills with water. It is a port of entry and does a large grain shipping business. The exports from this port in 1870 were \$127,660; imports, \$28,704—exports in 1871, \$131,532; imports, \$61,360. A steamer plies every alternate day between Cleveland (Ohio) and this place. The Montreal and Commercial Banks have agents here. A good manufacturing business is carried on, between distilleries, grist mills and tanneries. Population about 900.—MASONIC. St. Marks', 94, 2nd. Tues.

DORCHESTER, $119\frac{1}{4}$ m. from Windsor, $109\frac{3}{4}$ m. from Suspension Bridge, is a small village in the township of North Dorchester, county of Middlesex. There is a good water privilege, running a saw mill and grist mill. The farms around have a very fine aspect; fruit trees extensively cultivated. Population about 100.—Orange Lodge, 295, Mon.

INGERSOLL, 129 m. from Windsor, 100 m. from Suspension Bridge.—The site of this pretty town is more lovely than that of any other place W. on this road; it is softly and boldly undulating—capriciously so, borrowing from Nature many of her pleasing and graceful charms. The eye in its survey impresses the senses with very agreeable sensations. There are here and there nice gardens and orchards, tastefully arranged, and but half hiding many fine private residences. The groves around have an inviting expression, a tell-tale picnic look; several springs from the heights pour down to the town their pure cold crystal waters. The public and business buildings, mostly of white brick, are neat and substantial, the churches really monumental, and the Town Hall has also a good appearance. Ingersoll, situated in the township of North and West Oxford, county of Oxford, was incorporated as a village in 1856, and as a town in 1863; its population is about 5,000. Since a large fire in 1872 the corporation has had a steam fire engine, &c., besides 2 worked by hand. The town is lighted by gas, but it has not yet water works. The revenue is \$14,000; assessments on the \$: real estate \$822,521; personal, \$46,000. Newspaper (see), *Chronicle* (ref.), Thurs., and *News* (con.), Wed. The Churches are, 1 Baptist, 1 Methodist, 4 Methodist, 2 Presbyterian, 2 Methodist (col.), 1 Roman Catholic. Schools: 1 High and 2 ward, employ 11 teachers; maintenance \$4,250; also 1 separate school, 2 teachers; maintenance \$500. BANKS.—The Niagara District Bank and the Merchants' Bank. There is here a Mechanics' Institute and a Y. M. C. Association. The south branch of the river Thames, running W., divides the 1st. from the 2nd. and 3rd wards, and Thames st. divides the 2nd. ward from the 3rd. There are 3 flour and oatmeal mills on Mill Creek, which stream once revengefully assailed a local cabinet and undertaker poet named McIntyre, for certain lyric offences in style, &c., concerning said stream, which runs into the river Thames; another creek in the west, called Whiting, joins also the river in the 2nd ward; it is alive with trout and drives a large flour mill and a stave and barrel factory; its spring source is 3 m. s. There are 2 steam planing mills in the 1st ward, also a foundry. In the 2nd ward 2 very extensive steam foundries manufacture every description of agricultural and dairy implements, employing about 100 hands each; also 4 tinsmith establishments, making all kinds of dairy utensils. There are 2 pork packing establishments, capacity 3,000 hogs each during the season; 3 large steam cabinet factories, one carried on by the poet

McIntyre. M. & L. Bixel have a large brewery, others own 3 steam saw mills, 1 woollen and a flour mill, situated on river Thames.—In the way of future enterprise is projected a railway from here to Port Burwell, 32 m. s., that will cross the Great Western Loop Line at Tilsonburg, and the Canada Southern, 15 m. s. The best business lots, 150 feet deep, sell \$100 a foot frontage; residence lots 56 × 132, from 200 to \$600; farms from 40 to \$60 per acre;—the soil is generally clay loam, very fertile for grain and grazing. The amount of cheese made in vicinity is very great, and it is on the increase; 20,000 boxes, averaging 70 lbs. each, are yearly shipped from this station. In 1866 a mammoth cheese, 6 ft. 10 inch. diameter, 3 feet high (35 tons of milk used), and weighing 7,000 lbs., was made by James Harris & Co. and sent to Stratoga on exhibition, and finally to Liverpool for consumption. There are 8 brickyards in neighborhood and an oil refinery, Woods & Co.—Daily stage lines: to Port Burwell, 32 m. s.; fare \$1.75; daily to Thamesford, 6 m. n. w.; fare 25 cts. Tues., Thurs. and Sat. to Culloden, 10 m. s. w.; and to Brownsville, 13 m. s. w.; to Lakeside, 15 m. n.; fares 50 cts.

MASONIC. King Hiram, 37 (estab. 30 Aug. 1801, I. R. 226), Tues. on or b.; St. Johns, 68, Thurs. on or b.; Harris Ch., 41, Tues. after.—I. O. O. F. Samaritan, 35, Wed.; Oxford, 77, Thurs.—I. O. G. T. Flower of the West, 34, Thurs.; Northern Light, 138, Mon.—Orange Lodges, 188, 1st. Thurs.; 412, 2nd. Thurs.

SOME OF THE PROMINENT MEN.—John McDonald, R. A. Woodcock, T. Brown, W. H. Eakins, E. Doty, J. McCaughey, P. J. Brown, T. Wells, J. F. McDonald, J. Noxon, S. Noxon, F. Noxon, W. Eastwood, J. Battersby, E. Casswell, A. Oliver, J. Christopher, Rev. J. P. Hincks, Rev. J. N. Grant, Rev. J. Leroyd, Rev. J. Bayard (R. C.), J. S. Gurnett, H. Constable, W. A. Rumsey, T. Holcroft, Dr. J. J. Hoyt, Dr. J. A. Williams, Dr. D. Phelan.

BEACHVILLE, 133¼ m. from Windsor, 95¼ m. from Suspension Bridge, is a village on the river Thames, township of North and West Oxford, county of Oxford. It is surrounded by a rich agricultural country; fruit is much cultivated. The neighborhood has a mellow picturesque appearance given by its elegant rolling hills. It contains 5 churches:—Roman Catholic, Presbyterian, Episcopal, W. Methodist, and Baptist; two schools, one foundry and machine shop, making agricultural implements, &c.; 1 flour mill, 2 saw mills (steam), 2 tanneries, 2 shingle and turning factories, &c.—A great deal of lime is made and shipped from here. Population about 700.—I. O. G. T. Morning Star, 327, Wed.

WOODSTOCK, 138¼ m. from Windsor, 90¼ m. from Suspension Bridge.—The WOODSTOCK HOTEL, R. R. Dent, pro., is one of the largest and best hotels in Western Canada.

This very pleasantly situated town and port of entry is in the township of Blandford and county of Oxford, on the highlands of the Western Peninsula, north riding; the river Thames and Cedar Creek half encircle it irregularly on the S. W. and N. W. This place, probably on account of its agreeable, healthy position, is becoming, like London, a favorite resort for Southerners during the hot season. The hotel accommodations found here have, no doubt, much to do in attracting them. The area is 2 miles square and intersected with rolling hills very beautifully built, and ornamented with orchards and gardens in many directions. Woodstock was incorporated in 1854; its population is about 5,000. The public buildings, hotels, banks and many commercial houses, are good and elegant; the hotels remarkably so, and larger than in any other place on this road west of this, excepting the Tecumseh House in London. The exports from this place in 1870, were \$101,114; imports, \$87,905—exports in 1871, \$163,102; imports, \$107,336. The Town Hall, on Market Square, is a large handsome white brick building, two stories; the Jail is a substantial well planned structure; also the Court House. There is a House of Refuge for the poor of the town, under charge of benevolent ladies; 3 hand fire engines and hook and ladder Co. The revenue is \$15,000;

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MASONIC, King Solomon, 43, Tues. on or b. ; Oxford, 76, 2nd. Mon. ; Oxford, Ch. 18, 1st. Fri.—I.O.O.F. Olive Branch, 88, every Mon.—B.O.G.T. Star Temple, 36, every Thurs.—Orange Lodge, 93, 1st. Wed.

SOME OF THE PROMINENT MEN.—Wm. Grey, H. Parker, John Greig, (Revds. W. T. McMullen, J. McTavish, W. Bettridge, H. B. Beard, F. R. Ball), T. Oliver, M. P., H. Richardson, T. J. Clark, A. M. McKay, J. B. Scofield, W. Hersee, Thos. Scott, G. R. Pattuelo, F. H. Gessing, A. McClenneghan, J. McWhinnie, W. H. Vanningen, T. H. Parker, J. D. Hood, J. White, A. Gordon, J. Sutherland, W. A. Reid, Dr. Turquand, Dr. McKay, J. M. Burns, W. A. Sampson, Dr. L. H. Swan.

EASTWOOD, 142¾ m. from Windsor, 86¼ m. from Suspension Bridge, is a small village in the township of East Oxford, county of Oxford. It has a large grist mill, a stave and heading factory, and is surrounded with much fine hard timber. Population about 150.

GOBLES, 147¾ m. from Windsor, 81¼ m. from Suspension Bridge, is a nest in the woods in the township of Blenheim, county of Oxford. Population about 50.

PRINCETON, 150 m. from Windsor, 79 m. from Suspension Bridge, is a nice active little village in the township of Blenheim, county of Oxford. There are here several mills and factories—shingles and lumber principally exported. It sprung into existence about 1856 from the forest cradle, and is a local centre for a rural district which produces fine crops of general grain. A pretty white brick church is near the station. Population about 500.

HARRISBURG, 166¾ m. from Windsor, 62¼ m. from Suspension Bridge, is the junction station of the Wellington, Grey and Bruce Branch Railway, running N. from here to Southampton, 129 miles. Also junction station of the Brantford Branch, running S. 8 miles. This place, in the township of South Drumfries, county of Brant, is lined with high green banks, and a long staircase

leads up to a bridge which spans the road, and to DAN VROOMAN'S HOTEL, which is clean and well kept. The country around is nicely undulating and well cultivated. Population about 150.

BRANCHTON, 6 m. from Harrisburg, 122¼ m. from Southampton, is a small village in the township of North Dumfries, county of Waterloo. Population about 200.

GALT, 12 m. from Harrisburg, 116¼ m. from Southampton, is a pleasantly situated town on both sides of the Grand River, near the mouth of Mill Creek, in the township of North Dumfries, county of Waterloo.

The QUEEN'S HOTEL, T. Colwell, pro., (with free bus) is a first class commercial house, and well recommended.

Galt has good water power, and was first established in 1816, by the late Absalom Shade, as agent of the Dickson family, of Scotland; then living at Niagara. It was incorporated as a town in 1857. The area is 1,400 acres, population over 4,000; revenue, \$30,000; assessment, 1½c. on the \$; real and personal estate, \$994,877. The Town Hall, with Market in basement, and Mechanics' Institute above (150 members, 1,500 vols.), is a fine 2 story stone building. A small-pox hospital has been established and a Park of 14 acres is being laid out. There are 2 good hand fire engines, &c. Knox's Free Presbyterian church is a splendid stone Gothic edifice; the others are Roman Catholic, Canada Presbyterian, Old Kirk, Unit. Presbyterian, Episcopal, W. Methodist, N. C. Methodist, Baptist, and United Brethren. Much attention is here given to education. The Galt Collegiate Institute, for boys, estab. 1854, to the S. on a high hill, is a large fine stone building, 157 pupils; the girls' dept. lately estab. is to the W. The two employ 4 male and 2 female teachers; salaries \$5,420. A large Central School has 10 teachers, salaries \$3,250. There are 2 weeklies, *Reporter* (cons.), estab. 1846, Fri., and *Dumfries Reformer* (ref.), estab. 1849, Wed.

BANKS.—The Merchants' Bank of Canada, Royal Canadian Bank, and Bank of Commerce. Good business town lots, 120 ft. deep, are worth \$50 a ft. frontage; farms 50 to \$60 an acre. The soil is principally clay, and produces large crops of general grain. In some parts of the township the soil is loam, with little clay; the timber a mixture of oak, pine, maple, beech, bass, elm, cherry, and chestnut, with cedar in the swamps. Orchards are plentiful, and yield great quantities of apples. Quarries are numerous, and furnish a pale, rough limestone which contains fossils. It will not work well, nor cut fine; but another kind of a bluish color makes better buildings, and is now used in preference to it. It is obtained from hard boulders which split well. A railroad has commenced running from here to Doon, 5½ m. N.W., connects there with Berlin Branch of Grand Trunk. National societies are here, St. Andrew's and St. George's. A Young Men's Christian Association, a strong body, meets every Mon. This is the headquarters of the Waterloo Battalion, and a fine brass band has been organized.—The following factories, principally run by water power, are, Agricultural and Nut, 30 hands, Lutz & Co.—Edge Tools, 60 hands, J. Warnock & Co.—Grist and Oatmeal, Wm. Osborne.—Paper Collar, W. Young & Co.—Woollen, 30 hands, R. Patrick & Co.—Woollen, 40 hands, J. J. Thompson & Co.—Flour Mill, R. Blain.—Flour Mill, T. Stewart.—Saw Mill, Blain & Hogg; by steam power:—Planing Mill, W. W. Laidlaw.—Galt Wood work Machinery, Cant, Gourlay & Co.—Cabinet, J. Barber.—Woollen, 60 hands, Robinson & Howell.—Boiler, Steam Engine, Mill Gearing, Woollen Machinery, 200 hands, Gouldie, McCulloch & Co.—3 Tanneries—Victoria Works, hubs, spokes and bending, 20 hands, Young & Smith.—Saw Mill, Hogg & Ford.—Soap and Candle—Malt house—Bobbin—Carriage.—**MASONIC**, Alma, 72, Thurs. on or b.; Galt, 257, Tues. on or b.; Waterloo, Ch. 32, Fri on or b.; Harrington Council, 3, meets 3 times a year.

SOME OF THE PROMINENT MEN.—A. Kerr, J. G. Dykes, J. Fleming, A.

Macgregor, Rev. M. Boomer (Dean of Huron), Rev. J. K. Smith, Rev. J. B. Muir, Rev. R. Achison, Rev. J. Clarkson, Judge W. Miller, A. D. H. Ball, L. A. Durand, R. Jaffray, Jas. Young, M. P., G. Patterson, W. Cooke, J. Cavers, R. Blain, H. McCulloch, J. Allan, J. Goldie, M. C. Lutz, J. Warnock, W. Robinson, J. J. Thompson, R. Patrick, J. Habbick, F. Guggisberg, Gavin Hume, W. H. Wilkins, J. Jackson.

PRESTON, 16 m. from Harrisburg, $112\frac{3}{4}$ m. from Southampton, is a village situated in the township of Waterloo, county of Waterloo, on the Grand and Speed rivers. It was incorporated in 1852; the area is over 1,000 acres; population about 1,200; real and personal estate \$300,000; revenue \$7,000, assessment 2 cts. on the \$. The fine macadamized road from Berlin to Galt runs through this place and forms its principal street, which at the N. end is bounded by a high hill, furnishing excellent spring water to the NORTH AMERICAN HOUSE, situated at the foot. This is the best hotel in the village. The distance from the station is 1 m., but a free bus makes it seem short. Preston was named after its Lancashire namesake, which is also one long st. It has a hard limestone bed to rest on, out of which many factories and private dwellings are made. The original German settlers have here many descendants. Many of them are very well-to-do, and take a leading part in everything. The soil in the vicinity is sandy loam, and produces large crops of general cereals. Orchards are seen everywhere, and the fine apple trees look sound and fruitful. The river furnishes good water power to drive several mills and factories located on its sides. The manufactories are: distillery, flour, saw and stave, owned by A. A. Erb & Bros.—woollen, 60 hands, Crombie & Co.; foundry and agricultural implements, V. Waahn; stove foundry, Clare & Beck; cabinet moulding, H. Heise; tannery, R. Kelsey; cabinet moulding, Bauman & Weseman; cabinet, 60 hands, Guggisberg, Kreimer & Heise; besides 3 carriage factories, soap and candle, tobacco, vinegar, tannery, malt house, and three breweries which make great quantities of "lager." There is a large central school with 4 teachers, salaries \$1,300, a Mechanics' Institute, 100 members, 1,500 vols. Churches, N. C. Methodist, W. Methodist, Roman Catholic, and Lutheran (German), and three hand fire engines, &c. National Society, Turnverein (German), 36 members, meet 2nd Mon. month. in their own hall. Stage to Waterloo, 10 m. W., twice a day; fare 50 cts.

SOME OF THE PROMINENT MEN.—A. A. Erb, W. A. Husband, J. Clare, C. Roos, G. Roos, C. Kelsey, H. Heise, Rev. E. Wurster, Rev. Mr. Eby, F. Guggisberg, V. Waahn, J. Crombie, J. Beck, P. Bauman, C. Weseman, C. Kremer, C. Schultz, G. Hunt, C. Kress, E. Orb, H. Nagle, A. Doerner, W. C. Schlueter, J. P. Oklotz.

HESPELER, $19\frac{1}{2}$ m. from Harrisburg, $109\frac{1}{4}$ m. from Southampton, as a site was made lovely by nature, and enterprising business men have also done their share to enliven the spot and make it a good comfortable home for their working co-operators in humbler station. The village was incorporated in 1858. It is in the township and county of Waterloo, on river Speed, which speedily runs her course driving Hespeler's Knitting and Worsted Mills, making alpacas, mohairs, fingering yarns, nubias, scarfs, sashes and hosiery; Randall, Farr & Co., employ over 200 hands; a woollen factory, Forbes & Schofield, employs 30 hands; a distillery, and a flour mill, 7 run of stones, Geo. Hespeler & Bros.; and a small foundry. The area is 638 acres; population about 800. Real and personal estate, \$150,884; revenue, \$1,800; assessments, 10 mills on the \$. CHURCHES: N. C. Methodist, Prim. Methodist, Lutheran, Presbyterian, and Roman Catholic. There is a hand fire engine and a flourishing Mechanics' Institute and reading-room.—MASONIC. New Hope, U. D., Wed. on or b.

SOME OF THE PROMINENT MEN.—Geo. Hespeler, J. A. Shaw, Rev. W. Williams, Rev. Mr. Goodwillie, H. M. Farr, C. Karch, A. Jardine, R. Clayton, A. Shaw, J. Chapman, J. Zryd, J. Bennet, A. Fitzsimmons, G. Martin, Dr. T. Swan, Dr. R. McIntyre.

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ELORA, 40 $\frac{1}{4}$ m. from Harrisburg, 88 m. from Southampton, is a romantic village on the Grand river, near its junction with the Irvine, townships of Nichol and Pilkington, county of Wellington. It was laid out in 1832 by W. Gilkison, and was erected into a municipality in 1857. It has excellent water power with a beautiful fall of 40 ft. on the Grand river; the rocks rising perpendicularly on either side of the Grand and Irvine rivers to a height of 70 ft. The scenery around is very beautiful. Elora is the centre of a splendid agricultural country, has monthly cattle fairs, and is one of the most prominent markets in Ontario for cattle and grain. Good stone for building purposes is found here. The area is some 900 acres; population over 1,500; revenue about \$8,000; real estate \$275,372; personal estate \$43,000; total \$318,372—assessment 16 mills on the \$. There are 2 fire engines, two weeklies: *Observer* (ref.), Thurs.; *North Wellington Times* (cons.), Fri.; and six churches: Episcopal, Presbyterian, Knox's Presbyterian, W. Methodist, Baptist, and Roman Catholic; a central school with High and public, 5 teachers; salaries \$2,150.—Manufactories: tannery, R. Dalby; foundry and sash factory, D. M. Potter; agricultural implements and woollen, J. Bain & Son; grist mill and distillery, J. M. Fraser; cabinet, John Mundell. The Merchants' Bank of Canada does business here. The farms in neighborhood are highly fertile and produce general grain; cattle are much raised; quarries are numerous. There is a daily stage between Elora and Harriston.—MASONIC. Irvine, 203, Fri. b.; Elora Ch., U. D., Wed. after.—I. O. G. T. Life Boat, 119 Tues.—Orange Lodge, 846, 1st. Fri.

SOME OF THE PROMINENT MEN.—Hugh Hamilton, R. Dalby, J. McDonald, J. Godfrey, W. T. Smith, Ed. Burns, I. M. Fraser, Chs. Clarke, M. P. P., Geo. A. Drew, M. P., John Jacob, John Mundel, D. M. Potter, John Bain, A. Waddell. J. M. Ross.

FERGUS, 43 $\frac{3}{4}$ m. from Harrisburg, 85 m. from Southampton, was established in 1833 by Fergusson & Webster, who purchased from Col. Thos. Clarke and others, about 7,000 acres (4th part of the township), on the N. E. and N. side of the Grand river, with a portion of land on the south bank. Fergus is well situated on both banks, but principally on the n. side of the Grand river, on a limestone foundation, and is surrounded by extensive clearings. It is an incorporated village in the township of Nichol, county of Wellington, and presents a very substantial appearance, the principal buildings being of stone. Some of these have considerable architectural beauty, especially the Old Kirk Church. Fergus was incorporated in 1857; the area is 1,000 acres; population 2,000; real and personal estate \$346,000; revenue \$7,000; assessment 17 mills on the \$.—There are 2 fire engines, 2 weeklies: *New Record* (ref.), Fri., and *Express* (cons.), Thurs.—CHURCHES: Canada Presbyterian, Old Kirk, Presbyterian, W. Methodist, Episcopal, Roman Catholic, Congregational, and a central public school, with 5 teachers; salaries \$2,200. There is also a separate school and 2 banks, Bank of Montreal and Merchants' Bank of Canada.—Manufactories comprise 2 tanneries, woollen, sewing machine, foundry, shingle and lath, fanning mill, brewery, 2 flour and oatmeal mills, and a saw mill. The soil in vicinity is clayish, produces abundant crops of wheat, barley, oats, potatoes and turnips, and fat cattle are the pride and profit of the farmers.—There is a stage to Mount Forest, Durham and Owen Sound, Douglas and Orangeville.—I.O.O.F., 73, Tues.—I.O.G.T. Day Spring, 188, Mon.—Orange Lodge, 761, Tues. on or b.

SOME OF THE PROMINENT MEN.—Geo. D. Ferguson, Wm. Robertson, Jas. Wilson, J. Watt, J. Catanach, Dr. G. T. Orton, H. Michie, J. Argo, W. Tiffin, M. Anderson, C. Powney, J. Moffatt, D. Ramon, T. A. W. Gordon, A. D. Ferrier, M. P. P.

ALMA, 50 $\frac{3}{4}$ m. from Harrisburg, 78 m. from Southampton, is a small village in the township of Huron, county of Bruce. Population about 100.

GOLDSTONE, 55 $\frac{1}{4}$ m. from Harrisburg, 73 $\frac{1}{2}$ m. from Southampton, is a small village in the township of Peel, county of Wellington. Population, 60.

DRAYTON, 58¾ m. from Harrisburg, 70 m. from Southampton, is a thriving village on the Cootesbago river, townships of Peel and Maryborough, north riding of the county of Wellington. It contains grist and saw mills. Population about 500.

MOOREFIELD, 63 m. from Harrisburg, 65¾ m. from Southampton, is a small place in the township of Maryborough, county of Wellington, situated midway between Lakes Ontario and Huron—in the garden of Canada. Population 20.

PALMERSTON, 70¼ m. from Harrisburg, 58½ m. from Southampton, is a junction station for the lately completed Extension Branch Line of W.G. & B. Railway, which leads from here to Kincardine—67 miles.

HARRISTON, 75¾ m. from Harrisburg, 53 m. from Southampton, is a flourishing village in the township of Minto, county of Wellington. It contains flouring, shingle, planing and steam saw mills, woollen, cabinet and agricultural implement factories; a foundry and brickyard, and Presbyterian, Wesleyan and Episcopal Methodist churches. Population about 500.—**MASONIC**, Harriston, U. D. Mon. on or b.

CLIFFORD, 82¾ m. from Harrisburg, 46 m. from Southampton, is a thriving village on the Elora and Southampton road, close on the corners of the counties of Wellington, Huron, Bruce and Grey, township of Minton, north riding of the county of Wellington. It contains saw and grist mills, woollen and cabinet factories, tanneries and foundries, Presbyterian and N. C. Methodist churches, and is the centre of a fine agricultural country. Population about 650.

MILDWAY, 91¼ m. from Harrisburg, 37½ m. from Southampton, is a small village in the township of Carrick, county of Bruce. Population about 100.

WALKERTON, 97 m. from Harrisburg, 31¾ m. from Southampton, is a thriving town on the Saugeen and Durham road, township of Brant, county of Bruce. It is the county seat. This place is surrounded by a rich farming country and is the seat of a good manufacturing business. The Merchants' Bank of Canada has an agency here, and the *Herald and Telescope*, two weeklies, are published. Population about 1,000.—**MASONIC**, Saugeen, 197, 2nd. Tues.

PINKERTON, 105¾ m. from Harrisburg, 23 m. from Southampton, is a small village in the township of Greenock, county of Bruce. There are a grist mill, saw mill and carding mill. Population about 80.

PAISLEY, 112¼ m. from Harrisburg, 16½ m. from Southampton, is a fine thriving village on the Saugeen and Elora road, at the confluence of the Teeswater and Saugeen rivers, and at the corners of the townships of Greenock, Elderslie, and Bruce, county of Bruce, for which Mr. John Gillies is M. P. The *Advocate*, a weekly, is published here. There is a great deal of business done at this place, and the prospects are most favorable in favor of its future development. Population about 900.—**MASONIC**, Aldworth, 235, Fri. on or b. —**I. O. G. T.** Paisley, 197, Mon.

PORT ELGIN, 124¾ m. from Harrisburg, 4 m. from Southampton, is a flourishing village and port on Lake Huron, township of Saugeen, county of Bruce. A steamboat from Goderich stops here daily on her way to Southampton, during the season of navigation. The weekly *Free Press* is published here. The post office name of Port Elgin is Normanton. Population about 700.

SOUTHAMPTON, 128¾ m. from Harrisburg, the W. terminus of the Wellington, Grey and Bruce Branch line of the Great Western Railway, is an incorporated village and port of entry on Lake Huron, at the mouth of the Saugeen river, township of Saugeen, county of Bruce. The Post Office and Customs name of Southampton is Saugeen. Large quantities of grain and lumber are shipped from this place annually. During season of navigation a steamer

plies daily to Goderich. The exports from this place in 1870 were \$3,470; imports \$346. Exports in 1871 \$12,613; imports \$682. Population about 500.
—MASONIC: St. Lawrence, 131, Wed. b.

GOWANSTOWN, $5\frac{1}{2}$ m. from Palmerston, $61\frac{1}{4}$ m. from Kincardine, is a small village in the township of Wallace, county of Perth. Country produce affords the principal trade here. Population about 50.

LISTOWELL, 9 m. from Palmerston, 58 m. from Kincardine, is a large incorporated village on both banks of the east branch of Maitland river, townships of Elma and Wallace, county of Perth. It is the centre of a great and thickly settled agricultural district. The grain business at this place is estimated at 100,000 bushels per annum. A large amount of business is done by the merchants. The weekly *Banner* is published here. Population about 1,200.

NEWRY, $14\frac{3}{4}$ m. from Palmerston, $52\frac{1}{4}$ m. from Kincardine, is a small village in the township of Elma, county of Perth. Principal business is farming and lumbering. Population about 50.

ETHEL, $21\frac{3}{4}$ m. from Palmerston, $45\frac{1}{4}$ m. from Kincardine, is a small village on a branch of the Maitland river, township of Grey, county of Huron. It contains a grist and a steam saw mill, and pottery works. Population about 75.

AINLEYVILLE, $27\frac{1}{2}$ m. from Palmerston, $39\frac{1}{2}$ m. from Kincardine, post office name Dingle, is a flourishing village on the S. branch of the Maitland river, township of Grey, county of Huron. It contains grist, steam and water power saw mills, shingle and planing mills, woollen, cabinet and cheese factories, a tannery, an iron foundry, 2 Presbyterian, 1 Episcopal, 1 N.C. Methodist, and Wesleyan churches, and fine school buildings. About 3 miles distant are the celebrated mills owned by Smith & Bros., some of the most extensive in the Western country. Population about 700.

BLUEVALE, $34\frac{1}{2}$ m. from Palmerston, $32\frac{1}{2}$ m. from Kincardine, is a small village on the Maitland river, township of Morris, county of Huron. It contains grist, saw, carding and shingle mills; Presbyterian, Wesleyan, and Prim. Methodist churches, &c. Population about 250.

WINGHAM, $38\frac{1}{2}$ m. from Palmerston, $28\frac{1}{2}$ m. from Kincardine, is a flourishing village consisting of two portions called Upper and Lower Wingham, township of Turnberry, county of Huron. The village was commenced in 1860, and is beautifully situated on the forks of River Maitland, on which there is the best hydraulic power for manufacturing purposes in the country. It contains 2 grist and flour mills, 2 saw, 2 planing and 2 lath, 1 oatmeal and 1 shingle mills, a woollen factory, tannery and foundry, and four churches. Population about 700.

LUCKNOW, 51 m. from Palmerston, 16 m. from Kincardine, is a village on the Nine Mile river, townships of Kinloss, Wawanosh and Ashfield, counties of Huron and Bruce. Population about 700.

LYNDEN, 170 m. from Windsor, 59 m. from Suspension Bridge, is in the township of Beverly, county of Wentworth. This small village is preparing for generations yet to come cleared lands, with brick yards and saw mills, shipping at present between 5 and 6 millions of lumber a year, it sets them an example how to proceed in industrial pursuits. Population about 400.

COPETOWN, $174\frac{1}{2}$ m. from Windsor, $54\frac{3}{4}$ m. from Suspension Bridge, is a small village, which was found pretty in its swaddling clothes; it belongs to two parent townships.—Ancaster and Beverly, county of Wentworth. It is also a lumbering place, and two hundred souls call it their home.

DUNDAS, $179\frac{1}{2}$ m. from Windsor, $49\frac{1}{2}$ m. from Suspension Bridge.—Bus fare to the town (distant three-quarters of a mile), 15 cts.—Seen from the

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great height of the station, the town appears *en négligé* in its deep couch, while the grand scenery surrounding it, hilly and mountainously superb in its gaudy green dress, attracts alone the attention. A ribbon-like creek, close to the station, runs down to the town and is a good aid to the many mills and factories below as a motive power in the spring and fall. Dundas is a town and port of entry in the township of West Flamborough, county of Wentworth, at the head of Desjardins canal ; incorporated in 1848 ; it is essentially a manufacturing place and lays no claim to style or extra appearance, although here and there some stylish mansions are seen in the shade, while their owners can be found in the light of workshops. The area of the town is 550 acres ; population about 3,300 ; revenue \$27,000 ; assess. 25 mills on the \$. The exports of Dundas in 1870 were \$46,993 ; imports, \$190,465 ; exports in 1871, \$34,240 ; imports, \$138,829. The Town Hall is a two story stone building on a square. The *True Banner*, a weekly (ref.), is published on Thurs. The churches are, 1 Episcopal, 1 Baptist, 1 Presbyterian, 1 Old Kirk, 1 W. Methodist, and 1 Roman Catholic. The High and public schools are all in one fine large building ; employ 8 teachers ; salaries \$3,700 ; there is also a separate school with 2 teachers ; salaries \$700. The Bank of Commerce is the only bank here. Business lots, 120 ft. deep, range from \$10 to \$20 a foot frontage ; farms from \$40 to \$80 an acre ; the soil is clay loam. An extensive sandstone quarry near the station has lately been opened. There is only one (white) brickyard within limits ; 2 others outside, make red brick, at ordinary prices. A large drill shed is situate midway between the town and the station. Manufactories here are : a paper mill, J. Fisher & Son ; 2 tanneries, 2 large flour and oatmeal mills, 1 brewery, 1 planing and building factory, axe works, Hourigan & Cosgriff ; boiler works, Kennedy & Co. ; Canada (wood) screw manufacturing works, agricultural implement factory, J. P. Billington ; machine tool works, Littler, Maw & Co. ; a foundry of Thomas Wilson & Co., boilers and machinery, 100 hands, estab. 1838 ; machine card cloth factory, Forsyth & Co. ; agricultural implements and wocllen machinery works, 40 hands, 400 machines a year, John Forsyth ; Canada tool works, manufacturing machine tools and wood working machinery ; engine 50 h. p., 150 hands, estab. 1861 ; the Dundas cotton mills is a great establishment. These works have all steam power. — There is a daily stage running to Hamilton, 5 miles E., 25 cts. ; and to Guelph, 25 m. N. W., \$1.00.

MASONIC. — Valley, 100, Fri. on or b. — I. O. O. F. Dundas, M. U. 4,012, alternate Wed. — Sons of Temperance, 248, every Tues. — Orange Lodge, 469, 3rd. Thurs.

SOME OF THE PROMINENT MEN. — R. McKechnie, J. Somerville, E. Woodhouse, Rev. J. Herald, Rev. T. Robertson, Rev. B. B. Osler, G. M. Burton, Dr. J. McMahon, Dr. H. C. Rutherford, Dr. A. H. Walker, John Bertram, J. B. Grafton, J. S. Grafton, J. Rankin, R. T. Wilson, J. Forsyth, T. Wilson, J. Young.

HAMILTON, 185¼ m. from Windsor, 43¼ m. from Suspension Bridge, and 39½ m. from Toronto. — The ROYAL HOTEL is the only first class hotel here.

The station is large and commodious and is occupied by several departmental offices of the Great Western Railway Company. The General offices are but a short way up the hill ; 20 minutes allowed for meals, at 50 cts. in the Restaurant dining rooms, or lunch in the same and bar room. Bus fare to hotel, 15 cts., and 25cts. at night. Hack fare, 25cts. for 1 person, 75cts. for 1 person by the hour.

Just before arriving within sight of Hamilton from the West, running through the high and craggy chain of mountains which extends to Georgian Bay, no one would expect to see a few minutes after a change of scenery ; but it flashes in full light and reveals the bright Burlington Bay, bathing the feet of the Second Daughter of Western Canada. The tableau is pretty ; but to be well impressed with the captivations of the syren of Lake Ontario it were well for artistic amateurs to get

to the charming head on King st. This city has now the enjoyment of fresh facultative rights and privileges, and exercises a prominent part in the commercial and industrial destinies of the country; her young energetic sons, as in almost all other cities, are now the managers, and right well do they fulfil the mission which their fathers kept for them as a sacred inheritance. The present is always very much indebted to the past!—A beautiful panoramic view of the city and meeting mountains in the east and S. E. across the bay and lake, is to be obtained from the great rocky quarry height or "Mountain" in close proximity. It takes but an ordinary walk to get to it, by John st., and a wooden staircase leads up from the foot to the top, and, after going there, the author advises every one to do the same. A good carriage road, much frequented, follows the edge of the mountain four miles.—The streets are wide, well kept, and run at right angles, N. and S. and E. and W. The buildings are chiefly stone and brick, and many of them are very fine. The Desjardins canal, of fatal memory, runs to Dundas, and is principally used for lumber and fire wood. The distance from the Bay to the Mountain is about 2 m. The Great Western Railway Co. have with great spirit undertaken the deepening of a channel in the Bay up to their wharves, 100 feet wide, 12 ft. deep, ample for the business of the harbor; approx. cost \$20,000; contractors, Messrs. McNamee, Morse and Hart, of Montreal.

Hamilton is situated in the township of Barton, county of Wentworth. The city area is 2 miles square; it was incorporated as a city in 1847. In 1850 its population was 10,000; in 1857, 25,000; but by some kind of ill luck it soon fell to 19,000; now, however, it is 28,000, and is fast increasing. There is a large German element, over 1,000 in number, and the colored population, over 500, gets along very creditably in trade and other pursuits. The revenue is \$259,000; the assess. 15 mills on the \$; real estate, \$8,772,060; personal estate, \$2,101,470; personal income, \$434,720; total, \$11,308,720. The Mayor receives no regular salary, but is generally allowed by special vote of the Council \$800 a year; the City Clerk, \$1,100; (and acting as police clerk, \$300; as sec. Board of Trustees, \$250; has an asst. at \$500); the Police Magistrate, \$1,200; the Chamberlain, \$1,100; and as treasurer of school trustees, \$400; Engineer, \$1,800, and rent free; Tax Collector, \$1,000; Chief of Police, \$1,200; License Inspector, \$1,000; City Physician, \$600, with board and lodging in hospital.—The City Hall is a 2 story brick building on James st. and Market square; it contains all public offices and Police Court; the Council Chamber is neat and seats 15 councillors. The Court House and Jail are one building of stone on Main st. The Custom House on Stuart st., near the dépôt, is a fine 2 story cut stone edifice. The Hospital, on John st., is a large 3 story brick building. The Post-Office, James st., is 3 stories, of Ohio freestone, erected in 1856; it is an excellent building. There are several small parks in the city, but the valuable property of late Sir Allan Macnab, in W. vicinity, comprising 35 acres of ornamented and planted ground, with buildings, is to be purchased by the corporation for a public park. The Protestants and Catholics have separate cemeteries. The fine Crystal Palace and Exhibition grounds are on King st., west, and are used for the Provincial Fair once in four years, and otherwise for monthly fairs for the sale of cattle. The House of Refuge, for old women and children, is 2 stories, frame, on Cherry st.—As to protective means against fire, no other city in the country is, perhaps, better organized with water works than Hamilton. There are several hand fire engines, but these are seldom called into use; hose alone being necessary. The Reservoir is situated 2 miles E. from City Hall, at an elevation of 190 ft. from the lake; its capacity 10 million gals.; the greatest pressure 75 lbs. to square inch; average, 45 lbs. The pumping main to reservoir is in length 17,700 ft.; the diameter of pipe 18 inches. There are 2 engines, 200 horse power each. The water is filtered through the sand bank of Burlington beach; the dimensions of filtering basin, 1,100 x 100 ft.; the length of pipes through the city, is from 25 to 30 miles. There are 5 reels with 2,000 ft. of hose, and the Fire Brigade is well drilled and competent. The Gas Works is a private Co., established 1850; capital paid up,

\$125,000. The Board of Trade is located on King st.; 100 members. Mr. F. N. Blake is the much esteemed U. S. Consul; his office is in the R. R. Station. There are 3 daily evening newspapers: *Times* (ref.), *Standard* (ref.), and *Spectator* (cons.).—Weeklies: *Canada Christian Advocate*, Wed.; the *Canadische Volkszeitung* (German), Thurs.—Monthlies: *The Craftsman* (Masonic), and *Canada Journal of Dental Science*. There are 4 Episcopal churches, 3 Roman Catholic: St. Mary's Cathedral (fine), St. Patrick's, and St. Joseph (German); 2 Baptist, 5 Presbyterian, 1 Congregational, 6 W. Methodist, 2 N. C. Methodist, 2 Prim. Methodist, 2 Epis. Methodist, 1 Lutheran (German), 1 Plymouth Brethren, 1 Christadelphian, and 1 Jewish Synagogue, 1 British Epis. Methodist (col.), 1 Baptist (col).

EDUCATIONAL.—The fine and large Collegiate Institute is 2 stories, stone; 5 teachers, at a maintenance of \$4,000. There are 1 Central and 10 ward schools, with 4 male and 53 female teachers; total salaries for all, \$18,000. The Supt. is allowed \$1,400. There are 6 trustees to the Collegiate Institute appointed by Council, and 10 for the common schools, elected by the people; the whole under a Joint Board. The Wesleyan Female College on King st. is really monumental. The Loretto Convent, or Mount St. Mary's Academy, for young ladies, King st., estab. 1866, has 15 sisters, 120 pupils; grounds 5 acres. The St. Mary's Orphan Asylum, Park st., is conducted by sisters of St. Joseph, estab. 1851; 19 sisters, 121 orphans. There are 3 R. C. separate schools, 2 male and 10 female teachers. A Female Home and Boys' Home has been established and is prospering.—The Mechanics' Institute, James st., estab. 1839, is a capital building, with 650 members, 18 honorary; the subscription for ordinary members \$3 a year; ladies and youths under 18, \$1.50; working mechanics, \$2. The property is owned by the Institute; value \$25,000; the Hall is very large and newly ornamented; the number of vols. is 4,000. There are also the Burlington Literary Society and the Great Western Railway Library; rooms and library in the station; estab. 1865; 300 members, 2,000 vols.; subscription \$1 a year. The G. W. Co. gave toward it \$1,500. The Branch Bible Society and the Young Men's Christian Association are two important institutions here; also the Medical and Surgical Society. The Agricultural and Horticultural Societies are very successful; the Rosedale Nurseries, estab. 1850, on Ferguson av., is a large and fine establishment of near 60 acres; 40 used for a seed farm. The Co-operative and Victuallers' Associations work very well. The Maple Leaf Base Ball and Curling Clubs are very effectively kept up; and the Victoria Rifle Club, organized 1866, has a wide spread reputation. The National Societies, with benevolent depts., are active and prosperous; they are the St. George, St. Andrew, St. Patrick and the German. A large and splendid Masonic Temple on James st., to cost about \$100,000, is soon to be erected. Hamilton's banks are splendid buildings, very tasty and substantial; they are the Bank of British North America, Bank of Montreal, Merchants' Bank of Canada, Royal Canadian Bank, Canadian Bank of Commerce, and Bank of Hamilton. Other banking institutions: Hamilton Provident and Loan Society, Stinson's Savings Bank. An elevator belonging to G. W. R. Co., close to station, has a storage capacity of 250,000 bush., and a stone flour storehouse, capacity 75,000 bbls.

The exports from Hamilton in 1870 were \$862,936; imports, \$3,662,550;—imports in 1871, \$711,191; imports, \$4,046,437.

The wool dealers are here the most important among the commercial class, and the figures they set on the business board are far ahead of all others. According to a statement very kindly furnished by U. S. Consul Blake, they do about $\frac{3}{4}$ of the whole wool business of Canada. The wool clip of Canada is estimated at 5 millions of pounds, the bulk of which is handled by the Hamilton trade and their agents elsewhere. Almost the entire clip of combing wool is consumed by U. S. Eastern manufacturers. The following quantity was shipped to the United States from this port during the following years: In 1868, 802,543 lbs.; in 1869, 936,511 lbs.; in 1870, 508,448 lbs.; in 1871, 1,251,610 lbs.—total,

1,063,920 lbs. The stove manufacturers have immense establishments and have, without any doubt, first class reputation everywhere. The sewing machine manufacturers and others hold also the same position. Hamilton is connected with Montreal by the Canadian Navigation Co. and the Western Express and Merchants' Lines; the steamers of the two latter are principally freight. Within one mile E. of the station the Carbon Oil Co. refinery has very extensive works. It exports altogether to Europe, about 1,500 brls. a week—or 6,000 cases holding two tin cans of 5 gals. each. Another refinery in the same locality, the Canadian Oil Co., ships about 300 brls. a week for the same market.

The city is projecting several railways of great importance; the Hamilton and Lake Erie R.R. from Hamilton to Port Dover, on Lake Erie, 41½ m. S.; completed to Caledonia, 15 m. The work of construction is going on to Jarvis, 32 m., and will depend on the support given by the county of Norfolk for continuance to Port Dover. By this road the Grand Trunk, the Canada Southern and Great Western Air Line will have access to Hamilton. Another project, the Hamilton and North Western Railway, from Hamilton to join the Canadian Pacific Railway on Lake Nipissing, about 200 miles N. N. W.; also projecting a branch at Alliston, on the main line, to Collingwood, on Georgian Bay, distance 28 m. N. W.,—chartered and under survey.—These spirited men of Hamilton do not rest satisfied with having established the Wellington, Grey and Bruce Railway, running from Harrisburg to Southampton, 128½ m. N. on Lake Huron, but have made a side line from Palmerston, on the same road, to Kincardine, on Lake Huron, 60 m. in length, due W. The route selected passes through a very rich agricultural district, well supplied with valuable water power on the Maitland river and its several branches. Pine and other marketable timber occur along the route. This will be a new and direct route to Manitoba.

The best city business lots on James st., 100 feet deep, are worth \$400 a foot frontage; on King st. 120 ft. deep \$500 a foot frontage; residence lots 50 × 148 from \$500 to \$2,000.—The surrounding farming district is under high cultivation, and produces all kinds of grain, and much attention is given to fruit trees. The quarries in the vicinity are numerous, the under layers giving a good building stone; and 3 brickyards furnish the city with good red bricks at ordinary prices.

MASONIC:—Barton, 6, 2nd Wed.; Strict Observance, 27, 3rd Tues.; St. John's, 40, 3rd Thurs.; Acacia, 61, 4th Fri.; Hiram, Ch. 2, 1st Mon.; St. John's, Ch. 6, 2nd Thurs.; Godfrey de Bouillon Encampment, 1st Fri.; Red Cross Rome and Constantine, 1st Wed. Ap., July, Oct., Jan.; Lodge of Perfection, 4th Tues.; Council P. of J., 4th Tues.; Sovereign Ch. Rose Croix, 4th Tues.; Moore Sovereign Consistory, 1st Wed. Jan., Ap., June, Oct.; (Mount Olive (col.)), 1, 3rd Mon.; Paul Drayton, Ch. 1, quarterly; Widows' Sons Grand Lodge, 10th June, annually.—I.O.O.F., Excelsior, 44, Thurs.; Unity, 47, Wed.; Hamilton, 64, Tues.—C.O.O.F. Hamilton, 7, every Wed.; Commercial, 9, Wed.; Strict Observance, 48, every Mon.—Knights of Pythias, Red Cross, 3, Mon.—I.O.G.T. Hamilton, 9, every Fri.; Burlington, 470, every Wed.; Nazrey, 448, every Wed.; Advance, 355, every Tues.; Hamilton Total Abstinence Society, monthly; Cold Water Templars, every Wed.; Hamilton Degree Lodge, 1, Mon., monthly.—Orange Lodges, 71, 1st. Tues.; 286, 1st. Wed.; 312, 1st. Mon.; 554, 2nd. Tues.; 779, 1st. Fri.; Young Britons, 2, 2nd. Mon., month.; No. 13, 2nd. Wed., month.; True Blues, 3, 2nd. Fri., month.; Royal Black Preceptory, 148, 3rd. Mon., month.; Royal Scarlet Ch. 14th, month.—Order of Druids, Pioneer Grove, 1355, every alternate Tues., (the only Grove in Canada).—Ancient Order of Foresters, Court Pride of Ontario, 5,640, every alternate Thurs.—Ancient Order of Shepherds, Ashton Unity, 1,520, every Wed., at VOLUNTEERS' HOTEL, 156 King st.; —Knights of Pythias, Cross Lodge, 3, 1st. and 3rd. Mon., month.

SOME OF THE PROMINENT MEN.—D. B. Chisholm, M.P., Thos. Beasley, Alex. Stuart, Jas. Cahill, Wm. Haskins, Judge A. Logie, Judge M. O'Reilly, W. K. Muir, R. C. Bishop, John Farrell, Jos. Price, W. A. Robinson, S. B. Freeman, G. W. Burton, R. Martin, E. Martin, C. A. Sadleir, F. Mackelgan, Dr. J. D.

Macdonald, Dr. D. Macintosh, Dr. H. T. Ridley, Dr. W. L. Billings, H. B. Witton, M. P., W. J. Buchanan, G. H. Bisby, W. D. Long, Thos. H. Mackenzie, W. McKay, J. H. Davis, John Harvey, J. Buchanan, J. I. Mackenzie, D. McInnes, T. B. Harris, T. C. Kerr, J. Brown, John Young, Alex. Thomson, Alex. Murray, Jas. Turner, A. Brown, G. H. Gillespie, Alex. Harvey, J. Stuart, Geo. Secord, W. McGiverin, A. Hope, A. T. Wood, M. Leggat, A. Copp, J. Stewart, E. Gurney, W. Turnbull, R. M. Wanzer, J. Tarbox, A. Wilson, F. A. Gardner, C. Lockman, J. Mitchell, J. W. Grayson, C. E. Stewart, A. Lawson, D. McCulloch, J. W. Wilkinson, J. M. Williams, Chas. Magill, J. McPherson.

STONEY CREEK, 191¾ m. from Windsor, 37¼ m. from Suspension Bridge, is a village in the township of Saltfleet, county of Wentworth. It was here that a small body of British regulars and Canadian militia thoroughly routed, in a night attack, a body of the United States army, on their invasion of Canada, in 1812. Stoney Creek is most pleasantly situated for private families, offering many desirable building sites, and is a convenient outpost where much agency business is done on account of Hamilton merchants. Population about 200.—**MASONIC**: Wentworth, 166, Mon. on or b.

WINONA, 197¼ m. from Windsor, 31¼ m. from Suspension Bridge, is a small place in the township of Saltfleet, county of Wentworth. Population about 100.

GRIMSBY, 202¼ m. from Windsor, 26¼ m. from Suspension Bridge, is a fine village on Lake Ontario, township of Grimsby, county of Lincoln, at the junction of Forty-Mile creek with lake Ontario; first established in 1785. The village has a most splendid background in the shape of a high hill or mountain, and possesses several mills and manufacturing establishments and good public and private buildings. It is surrounded by a rich fruit-bearing country. Peaches, apples, grapes, &c., grow here in abundance, and are of finest quality. The scenery around is delightful. Population over 500.—**MASONIC**: Union, 7, Thurs. on or b.—**I.O.G.T.** Mountain View, 242, Fri.; Grimsby, 598, Tues.

BEAMSVILLE, 206½ m. from Windsor, 22½ m. from Suspension Bridge, is a large enterprising village in the township of Clinton, county of Lincoln, one mile from the station, within a rich and picturesque agricultural and fruit-bearing district, surpassed by none. A manufactory of agricultural implements is carried on by A. Harris & Son. Population about 700.—**MASONIC**: Joy, 115, Tues. on or after.—**I.O.G.T.**, Beamsville, 159, Mon.; Ontario, 291, Mon.

JORDAN, 212 m. from Windsor, 17 m. from Suspension Bridge, is a small village in the township of Louth, county of Lincoln. Fruit of all kinds raised in large quantities here. Population about 200.

ST. CATHARINES, 217¼ m. from Windsor, 11¼ m. from Suspension Bridge.—Bus fare to hotel, without trunk, 15 cts.; with 25 cts. and 30 cts.—distance 1 mile.—The **WELLAND HOUSE**, Seymour Stephenson, pro., is a first class hotel, with mineral baths and re-fitted anew in magnificent style. It is situated cor. of King and Ontario sts.

St. Catharines is a large flourishing town and port of entry on the Welland Canal, in the township of Grantham, county of Lincoln, and is the county seat. In a few words, it may be described as a splendid park and garden as well as a fine town. From its table land height, 120 feet above Lake Ontario, it overlooks in the valley vast and rich farms, large vegetable gardens and orchards, bearing apples, peaches, plums, grapes, cherries, &c., such as the western sun likes to dart its warm rays at and caress with fertility. The Saratoga of Canada is beautiful in her sparkling green dress, and it is not astonishing that the *élite* from all parts come to pay her their tribute of admiration, and return every season to regain health from her mineral springs, whose waters are called the best curing media on the continent. Besides

the Welland House, there are the Spring Bank, private hotel and bathing establishment, 50 rooms; the Stephenson House, 85 rooms; and the Pickwick House, 30 rooms; it is often necessary to retain rooms in advance in these hotels. Ornamental trees line nearly all the streets, which are wide and clean, and vie with their odorant associates in the side gardens attached to nearly every dwelling in cooling and enchanting the senses. The public buildings are of brick or stone, and show much architectural beauty; the private residences are generally very neat and often made lovely by different lawn and garden arrangements, which display exquisite taste. The Welland Canal lies here in a cut of the valley and runs sideways with the main business st. It is the great thoroughfare which unites the whole Western lakes, from lakes Superior and Michigan to the harbor of Montreal and Atlantic seaboard, and furnishes this town with unlimited water power, made use of by mills and factories of all kinds, which would require too much space to describe. The exports from this place in 1870 were \$41,789; imports, \$819,827;—exports in 1871, \$64,886; imports, \$1,340,859.

St. Catharines was incorporated in 1849; its area is nearly 2 m. square; population 9,000; real and personal estate (according to assessed value) over three millions; revenue about \$50,000; assessment, 15 mills on the \$. The Mayor receives no salary, but is generally allowed a bonus of \$100 a year; Clerk, \$800; Treasurer, \$400; and, as Clerk of Division Court, increases his salary by fees; Police Magistrate, \$500. (acting under half pay on his own conditions); Chief of Police, \$550. The fine stone Town Hall, cor. King and James sts., cost \$33,000; the stone Jail at East end, on Niagara st., cost \$30,000; its capacity over 80 inmates, never more than 20 being held at one time, which speaks well for the morality of the town; the Custom House, Welland Canal office, and that of the Internal Revenue, are all in one 2 story brick building, cor. St. Paul and Yates sts.; the General and Marine Hospital, one and a half story, is on Queenston st.; the Post Office is a private building at the junction of St. Paul and Ontario sts.; the Cemetery, used in common by all denominations, is on a beautiful spot, 1 ½ m. from Town Hall; wells and cisterns yet supply the town with water; there are 1 steam and 2 hand fire engines; the gas works is owned by a private Co., but the town holds stock in it, about one third, or \$30,000; a Board of Trade has been lately established. Best business lots, 100 ft. deep, worth from \$100 to \$250 a foot frontage; farms bring from \$40 to \$100 an acre; the soil is generally clay loam, produces general crops as well as any other part of the country; there are 3 brickyards. The Welland Railway station is 1 m. N. E. from the Town Hall. The U. S. Consular Agent is Mr. D. Curtis Haynes. There are between 600 and 700 Germans, about 500 French-Canadians, and nearly 1,000 colored people.—BANKS: Niagara District Bank, (acting as agent for Bank of Montreal), Bank of Commerce, Quebec Bank, and 2 private: Haynes' Bank and Goodman's Bank. Other monetary institutions: Security Permanent Building, and Savings Society Investment.—CHURCHES: Episcopal (Christ), Episcopal (St. George's), Baptist, 2 Methodist, Canada Presbyterian, American Presbyterian, Roman Catholic (St. Catharines), Methodist (col.), Zion Baptist (col.); several of these churches are splendid edifices.—SCHOOLS: Collegiate Institute, 5 teachers; salaries \$4,000; the fine brick 2 stories Central school has 10 teachers; salaries \$5,000; 3 ward, 12 teachers; salaries \$3,000. There are 2 R. C. separate schools. The Sisters Convent of St. Joseph, 11 nuns, visit the sick and poor, and conduct a select school.—NATIONAL SOCIETIES: St. George's, St. Andrew's, St. Patrick's, and Caledonian. The Township and County Agricultural Society has its headquarters here.—NEWSPAPERS, Dailies: *Journal* (cons.), estab. 1824; and *Times* (ref.).—MISCELLANEOUS: Curling Club, Lacrosse Club, Y. M. C. A., meets Tues.; St. Patrick's Temperance Society, organized 1870. The Mechanics' Institute, on Ontario st., 100 members, has 1,700 vols.—Daily stage lines to Thorold, 3 m. S. E.; fare 12½ cts.; to Niagara town, 11 m. E., 50 cts.; to Port Dalhousie, 3 m. N., 12½ cts.

MASONIC: St. George's, 15, Tues. on or b.; Maple Leaf, 103, Mon. on or b.;

Mount Moriah, Ch. 19, Fri. on or b.; Plantagenet Encampment and Priory, 2nd. Mon. in Feb., April, July and Oct.—I. O. O. F., Union, 16, Mon., in Odd Fellows Hall, Ontario st.—Orange Lodges, 117, 1st. Fri.; 341, Wed.; 573, Wed.; 720, 2nd. Mon.; 844, Wed. on or b.; Young Britons, 8, 1st. Thurs.; Black Preceptory, 159, Wed. on or b.; Lincoln County Lodge, Tues. in Feb. yearly.

SOME OF THE PROMINENT MEN.—H. H. Collier, John Rollison, Judge J. M. Lawder, W. A. Mittleberger, Thos. Burns, Hon. J. R. Benson, T. R. Merritt (M. P.), Hon. J. G. Currie, J. C. Rykert (M. P. P.), H. C. Barwick, Chas. Arnold, D. R. Wilkie, J. A. Woodruff (Sheriff), Wm. Grant, S. Montgomery, J. E. Cuff, P. E. W. Moyer, Wm. Matheson, Rev. H. Holland, Rev. Dean P. Mulligan (R. C.), Rev. Lewis, Jas. Norris, S. Neelon, J. C. Graham, P. Larkin, J. Murray, J. Riley, R. Miller, R. McDonald, J. A. Miller, P. McCarthy, W. H. McClive, F. W. McDonald, S. Stephenson, F. Stinson, J. B. Fowler, L. Shickluna, Jas. Seymour, M. Simpson, R. Struthers, H. Carlisle, R. Woodruff, W. McCalla, T. Shaw, E. McArdle, J. Nay, W. L. Copeland, H. Wilson, Dr. F. Mack, Dr. J. A. Alexander, Dr. T. Clarke, Dr. L. Cross, Dr. W. S. Downey, Dr. A. A. Hill, D. W. Bixby, Wm. Barr, A. C. Tuttle, H. Date, Wm. Smith, G. N. Oill, R. McKinley, L. Yale, Jas. Douglas, John Jumkin.

THOROLD, 219 $\frac{3}{4}$ m. from Windsor, 9 $\frac{3}{4}$ m. from Suspension Bridge. The station is called Thorold, but is within the village of Merritt, in the township of Grantham, county of Lincoln, and named from the late Hon. Wm. Merritt. Thorold is 1 $\frac{1}{2}$ m. from this station to the S.E., and a stage takes passengers there for 25 cts. over a long rising stony hill which ends at the Welland Canal. These heights furnish excellent stone to both places, and St. Catharines for building purposes, and for lime and cement, and the hydraulic powers of the canal rush down them to aliment a scattered group of very large and fine mills and factories. Steps are being taken to have Merritt incorporated. It has a school, two teachers; salaries \$750; and a church. The mills and factories are: St. Catharines paper mill, 100 hands; daily capacity (wrapping and newspaper), 5 tons, J. Riordon; cotton factory, 200 hands, Gordon & McKay; grist mill, J. B. Smith; hub and spoke factory, H. Patterson & Co.; grist mill, Wm. Bolls; cotton factory, W. W. Wait; and a steam coal oil refinery, A. Van Pohnhoff.—SOME OF THE PROMINENT MEN: W. W. Wait, C. B. Snow, J. Riordon, S. M. Stephens, N. Phelps, O. J. Phelps, H. Patterson, A. Van Pohnhoff.—Thorold, 1 $\frac{1}{2}$ m. from Great Western station, in the township of same name, county of Welland. The village, incorporated in 1850, is on the Welland Canal, and as the centre of a large and good agricultural district and shipping place does a large business. The canal runs N. and S. through the middle of the village, and the Welland Railroad has its station $\frac{1}{2}$ m. E. from it. The population is 1,800; area, 900 acres; real and personal estate, \$360,000; revenue, \$6,000; assessment, 14 mills on the \$.—CHURCHES: Episcopal, W. Methodist, Roman Catholic, and Presbyterian.—SCHOOLS: a High and 4 public, 6 teachers; salaries \$2,300. Weekly paper, *Mercury* (ref.), Fri. There is a hand fire engine; the soil is generally clay, produces hay, oats, barley, but principally fall wheat. Thorold commands from all points a splendid view of Lake Ontario and adjacent country to a great distance, and is connected by fine macadamized roads with Welland, the county seat, 10 m. S., Port Robinson, Allansburg, St. Catharines, Suspension Bridge and Pelham.—MANUFACTORIES: Flour mill, called Welland mill, over 200 brls. a day, Howland & Co.; flour mill, 180 brls. a day, Lawson & Cowan; flour mill, 150 brls. a day, Band & McArthur; grist mill, 8 tons a week, McPherson & Weir; cement and plaster works, John Brown; foundry and machine shop, A. Dobie; saw mill, John McDonagh; plough factory, J. J. Morley; and a pottery establishment. Thorold has a flourishing Mechanics' Institute, 150 members, 2,000 vols.—MASONIC: Mountain, 221, Wed. on or b.—Orange Lodges, 180, 1st Thurs.; 204, 1st Thurs.; 130, 3rd Mon.

SOME OF THE PROMINENT MEN.—John McDonagh, W. T. Fish, T. P.

Wadsworth, J. Lawson, W. O. Cowan, J. Band, Geo. McArthur, John Brown, R. B. McPherson, A. Weir, Rev. T. T. Roberts, Rev. J. Clark, S. Fraser, Dr. B. H. Lemon, Dr. L. L. Palmer, Dr. R. J. Johnston, Geo. Baxter, F. Lampman, A. Schwaller, J. Lepper, J. Munro, J. Cloy.

ST. DAVIDS, 226½ m. from Windsor, 2½ m. from Suspension Bridge, is a small post village in the township of Niagara, county of Lincoln, over 1 m. W. of the Great Western's station, and same distance from the Welland Railway Station. First settled in 1800, by Richard Woodruff. Population about 250.

SUSPENSION BRIDGE, AT NIAGARA FALLS, 229 m. from Windsor, is situated on the Niagara river, between lakes Erie and Ontario, in the township of Stamford, county of Welland. The gigantic and elegant wire bridge which connects the United States with Canada at this point, and which links the Great West with the Eastern cities, by the Canadian Great Western and the American New York Central and Erie Railways, was commenced by Mr. J. T. Bush in 1867. On the 1st January, 1869, it was opened to the public. The capital stock of the bridge is about \$120,000; the bridge is located about 1,800 ft. below the American falls, on the American side, near the Clifton House, on the Canadian side. Delicate as lace work, it hangs between heaven and the boiling flood below, more solid than the earth beds of adjacent railways; fast anchored with stone, and rooted in solid rock down to the depth of 25 feet, the great cables are immovable by any mechanical force incidental to the use of the bridge, or the natural influence it is subject to. The ultimate strength of these cables is 12,400 tons; length of span from centre to centre of towers, 822 ft.; height of tower above rock, on American side, 88 ft.; height of tower above rock, Canada side, 78 ft.; height of tower, above floor of railway, 60 ft.; number of wire cables, 4; diameter of each cable, 10 inch.; number of No. 9 wires in each cable, 3,569; ultimate aggregate strength of cables, 12,400 tons; weight of superstructure, 750 tons; weight of superstructure and maximum walls, 1,250 tons; ultimate supporting strength, 730 tons; height of track above water, 250 feet; base of towers, 16 feet square; top of towers, 8 feet square; length of each upper cable, 1,256½ ft.; length of each lower cable, 1,190 ft.; depth of anchor pits below surface of rock, 30 ft.; number of suspenders, 624 ft.; ultimate strength of suspenders, 18,720 tons; number of overfloor stays, 64 tons; aggregate strength of stays, 1,920 tons; number of river stays, 561; their aggregate strength, 1,680; elevation of railway track above middle stage of river, 245 ft.; total length of wires, 4,000 miles. The weights of the materials in the bridge are: Timber, 919,130 lbs.; wrought iron and suspenders, 113,120 lbs.; castings, 44,332; rails, 66,740; cables (between towers), 535,400 lbs.; total, 1,687,722 lbs.—There is a single track for carriages, and space at one side for foot passengers. There is a small toll levied on all passengers, and a Customs officer will make a cursory and rapid search for any article that, being liable for duty, is being carried across from the United States into Canada, or *vice versa*. The bridge has at each side a strong railing, 5 feet high. The view from the centre of it is exceedingly grand; the American and Horse Shoe Falls above, and the swift rolling waters beneath, form a picture which electrify the senses and cannot be forgotten.

NIAGARA FALLS. From Lake Erie to the rapids, which commence immediately below the mouth of the Chippawa, is 16 miles, the fall in which distance is not more than 20 feet; from the commencement of the rapids to the verge of the Horse-Shoe Fall, there is a descent of 57 feet, and to the American Fall, 52 ft.; between the base of the falls and Queenston, it rushes rapidly along and has a fall of 101 feet. The Horse-Shoe Fall is about 1,900 feet across, and has a fall of 158 feet; the American Fall is 920 feet across, and has a fall of 164 feet. The whole width of the river at the falls is about ¾ of a mile. Three miles below the falls is the whirlpool, and below that is a deep ravine called the "bloody run," from an Indian fight which occurred there in the year 1759. On the American side of the

river, dividing the falls, is a large island, known as Goat Island or Iris Island. On the Canadian and American side are very large first-class hotels.—It has been estimated that about 15 millions cubic feet of water fall over the cataract every minute. In 1818, a portion of the table rock became loosened and fell, and in 1828, a large mass fell from the centre of the Horse-Shoe Fall. It destroyed in a great measure the Horse-Shoe form. In the fall of 1850, nearly the whole of the table rock fell with a terrible crash. Immediately above the Horse-Shoe are two small islands covered with cedars, called Long Island and Gull Island.—The Devil's Hole is a large triangular chasm in the bank of the river, $3\frac{1}{2}$ m. below the falls; the Bloody Run falls into this chasm.

Charles Dickens "interviewed" the Falls in the following strain:—

"When we were seated in the little ferry-boat, and were crossing the swollen river immediately before both cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—Great Heaven—on what a fall of bright green water!—that it came upon me in its full might and majesty.

"Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle was Peace. Peace of Mind—Tranquillity—calm recollections of the Dead: Great thoughts of Eternal Rest and Happiness—nothing of Gloom or Terror. Niagara was at once stamped upon my heart, an Image of Beauty to remain there changeless and indelible until its pulses cease to beat forever.

"I never stirred in all that time from the Canadian side, whither I had gone at first. I never crossed the river again; for I knew there were people on the other shore, and in such a place it is natural to shun strange company. To wander to and fro all day, and see the cataracts from all points of view, to stand upon the edge of the great Horse-shoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up to the torrent as it came streaming down; to climb the neighbouring heights and watch it through the trees, and see the wreathing water in the Rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline and gray as evening slowly fell upon it, to look upon it every day, and wake up in the night, and hear its ceaseless voice—this was enough.

"I think in every quiet season now, still do those waters roll and leap, and roar and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them do they shine and glow like molten gold. Still, when the day is gloomy do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from the unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—Light—came rushing on creation at the Word of God."

NIAGARA, 31 m. from Fort Erie, 12 m. from Niagara Falls, is an incorporated town at the mouth of the Niagara river, on Lake Ontario, county of Lincoln. It is the chief town of the county, and one of the oldest towns in Ontario. It was formerly the capital of the Province, and is situated where the old town of Newark stood, opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. This place was the scene of many political events in the early history of the Province. It was burned in Dec., 1813, by Gen. McClure, of the American army, in his retreat from the north. The site of the town is beautiful, and its healthy position attracts many tourists during the hot months.

It is the eastern terminus of the Erie and Niagara Branch of the Canada Southern Railway. Steamers run daily to and from Toronto and Kingston and this place. The exports from this town in 1870 were \$839; imports, \$29,998;—imports in 1871, \$13,404.—The celebrated QUEEN'S ROYAL NIAGARA HOTEL, a branch hotel of the QUEEN'S of Toronto, is kept here by Captain Dick. The *News*, a weekly, is published here. Population about 2,500.—MASONIC: Niagara, 2, Wed. on or b.

QUEENSTON, 6 m. from Niagara, 24 m. from Fort Erie, is a village on the Niagara river, township of Niagara, county of Lincoln; distant from St. Catharines, the county town, 6 m. Population about 350.

CHIPPAWA, 17 m. from Niagara, 14 m. from Fort Erie, is an incorporated village and port of entry at the confluence of the Niagara and Welland rivers, townships of Willoughby and Stamford, county of Welland. Wheat and lumber form the main exports, which in 1870 amounted to \$19,102; imports, \$61,242;—exports in 1872, \$22,078; imports, \$86,283. Chippawa contains a very extensive distillery, and 2 tanneries, both employing a large number of hands. Population about 1,200.

BLACK CREEK, 24 m. from Niagara, 7 m. from Fort Erie, is a small village at the mouth of Black Creek, Niagara River, township of Willoughby, county of Welland. Population about 100.

STEVENSVILLE, 7 m. from Fort Erie, 221 m. from Amherstburg, is a village in the township of Bertie, county of Welland. A mineral spring of good curative powers is in this village. The Canada Southern and the Air Line Branch of the Great Western Railway run through this place. Population about 100.

WELLAND AND JUNCTION, 21 m. from Buffalo, 129 m. from Glencoe, is an incorporated village and the chief seat of the county of the same name, on the Welland Canal and river, townships of Thorold and Crowland. The Junction Station of the Great Western and Canada Southern Railways, is contiguous to the village. Many improvements have been and are still being made at this place, in the way of dry docks, &c. The Chippawa or Welland River, joining at this place with the Welland Canal, affords immense water power available for milling and manufacturing purposes. Two weeklies are published here: the *Telegraph* and *Tribune*. Population about 1,200.—MASONIC: Merritt, 168, Mon. on or b.—I.O.G.T., Safeguard, 40, Fri.

MARSHVILLE, 31 m. from Buffalo, 119 m. from Glencoe, is a village on the Welland Canal feeder, township of Wainfleet, county of Welland. Population about 200.

CAYUGA, 53 m. from Buffalo, 97 m. from Glencoe, is the county town of Haldimand. It is at the head of the deep water navigation on the Grand River, township of North Cayuga. Two weeklies are published here: the *Haldimand Advocate*, and the *Sentinel*; and a large quantity of grain and plaster is sold in this town. The Great Western Air Line and Canada Southern Railways have a station here. Population about 600.—MASONIC: St. Johns, 35, Thurs. on or after.—I.O.G.T., South Cayuga, 106, Sat.; Cayuga, 357, Wed.

JARVIS, 66 m. from Buffalo, 84 m. from Glencoe, is a village in the township of Walpole, county of Haldimand. Population about 400.—I. O. G. T., Jarvis, 127, Sat.

SIMCOE, 77 m. from Buffalo, 73 m. from Glencoe, is the county town of Norfolk, represented by Mr. Wm. Wallace as M. P. It is situated on the River Lynn, in the township of Woodhouse. There is a splendid Court House here built of brick, with stone front, a Jail, 2 grist mills, a distillery, brewery and tannery. The surrounding section of country is distinguished for its agricultural pro-

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ductions. The *British Canadian*, a weekly, is published here, and the following banks have agencies : the Bank of Montreal and the Canadian Bank of Commerce. Population about 2,000.—*MASONIC* : Norfolk, 10, Tues. on or b.; Ezra, Ch. 23, 2nd Wed.—*I. O. G. T.*, Norfolk, 53, Wed.

COURTLAND, 94 m. from Buffalo, 56 m. from Glencoe, is a small village in the township of Middleton, county of Norfolk. Population about 150.—*I. O. G. T.*, Beaver, 208, Tues.

TILSONBURG, 97 m. from Buffalo, 53 m. from Glencoe, is an important village on Big Otter Creek, township of Dereham, county of Oxford. Lumbering is carried to a large extent and excellent water privilege is to be had in the vicinity. The *Observer*, a weekly, is published here. This place is now a station for the Great Western Air Line, and Canada Southern Railways. Population about 800.—*MASONIC*, King Hiram, 78, Wed. on or b.—*I. O. O. F.*, Otter, 50, Mon.—*I. O. G. T.*, Golden Key, 78, Fri.; Goshen, 82, Wed.

AYLMER, 112 m. from Buffalo, 38 m. from Glencoe, is a thriving village on Catfish Creek, township of Malahide, county of Elgin. Country produce is the chief business of the place. The *Enterprise*, a weekly, is published here. Population about 1,000.

ALLANBURG, 5 m. from Merritton, 9 m. from Welland Junction, is a village on the Welland Canal, township of Thorold, county of Welland. Population about 300.

PORT ROBINSON, 8 m. from Merritton, 6 m. from Welland Junction, is a village on the Welland Canal, township of Thorold, county of Welland. It possesses excellent water power and 2 good dry docks. Population about 500.

ATTERCLIFFE, 34 m. from Fort Erie, 194 m. from Amherstburg, is a post office station in the township of Caister, county of Monck, on the Welland River. It does considerable business in lumber, railroad ties and staves. Population about 80.

HAGERSVILLE, 58 m. from Fort Erie, 170 m. from Amherstburg, is a village in the townships of Walpole and Oneida, county of Haldimand. Population about 150.

WATERFORD, 71 m. from Fort Erie, 157 m. from Amherstburg, is a village in the township of Townsend, county of Norfolk, distant from Simcoe, the county town, 8 m. The *Express*, a weekly, is published here. Population about 900.—*MASONIC* : Wilson, 113, Wed. or on b.—*I. O. G. T.*, Boston, 79, Fri.; Waterford, 80, Wed.

WINDHAM, (Centre) 77 m. from Fort Erie, 151 m. from Amherstburg, is a small village in the township of Windham, county of Norfolk. Population about 100.

HAWTREY, 83 m. from Fort Erie, 145 m. from Amherstburg, is a small village in the township of South Norwich, county of Oxford, distant from Woodstock, the county town, 25 m. Population about 100.

CORNELLVILLE, 88 m. from Fort Erie, 140 m. from Amherstburg, is a small village in the township of South Norwich, county of Oxford. Population about 100.

BROWNSVILLE, 99 m. from Fort Erie, 129 m. from Amherstburg, is a small village in the township of Dereham, county of Oxford. Population about 100.

SPRINGFIELD, 105 m. from Fort Erie, 123 m. from Amherstburg, is a village in the township of Toronto, county of Peel, having post-office name, Credit. Population about 200.

RODNEY, 147 m. from Fort Erie, 81 m. from Amherstburg, is a small village in the township of Aldborough, county of Elgin. Population about 80.

RIDGETOWN, 162 m. from Fort Erie, 66 m. from Amherstburg, is a village in the township of Howard, county of Kent. Population about 500.

CHARING CROSS, formerly called Cook's Corners, 175 m. from Fort Erie, 53 m. from Amherstburg, is a small village in the township of Harwich, county of Kent. It is surrounded by a highly cultivated country. Distant from Chatham, the county town, about 6 m. Population about 100.

COMBER, 198 m. from Fort Erie, 30 m. from Amherstburg, is a small village in the township of Tilbury West, county of Essex. Principal business done is in country produce, timber, railroad ties and staves. Population about 100.

WOODSLEE, 207 m. from Fort Erie, 11 m. from Amherstburg, is a small village in the township of Maidstone, county of Essex. Country produce and lumber afford the principal trade here. Population about 150.

COLCHESTER, 221 m. from Fort Erie, 7 m. from Amherstburg, is a village on Lake Erie, township of Colchester, county of Essex. A large business is done here in lumber. Distant from Windsor, 32 m.; from Amherstburg, 14 m. Steamboats run from here to Windsor and Detroit in summer. Population about 200.

AMHERSTBURG, 228 m. from Fort Erie, 18 m. from Windsor, is an incorporated town, beautifully situated at the mouth of the Detroit river, at the head of Lake Erie, township of Malden, county of Essex. A large business is done here in timber and cordwood. The exports from Amherstburg in 1870 were \$126,542; imports, \$36,863;—exports in 1871, \$125,330; imports, \$31,972. A branch of the Provincial Lunatic Asylum is here.—Stages run twice a day to Windsor, and once daily to Colchester. Steamers ply between here, Sandwich, Windsor and Detroit in summer; fare 50 cts. This place (formerly called Malden), being now the Western Canadian terminus of the Canada Southern Railway, is destined to become very important. Population about 1,500.—**MASONIC**: Thistle, 34, Tues. b.

OIL SPRINGS, 48 m. from St. Thomas, 18 m. from Courtwright, is a village in the township of Enniskillen, county of Lambton, formerly celebrated for its oil wells. There were as many as 30 flowing wells here, one of which yielded from 3,000 to 5,000 brls. of oil in 24 hours. During the years 1863 to 1866, from 10,000 to 20,000 brls. were shipped annually; but on the discovery of the wells of Petrolea, and the great decline in the demand and price of oil, the wells here, having ceased to flow, were abandoned, and the village almost deserted. There are still several good wells with all the necessary machinery attached, which the owners are confident will at some time be brought into requisition, when the activity of this once busy village will be revived. Population about 300.—**MASONIC**: Alexandra, 158, Thurs. on or after.

COURTWRIGHT, (named after Mr. M. Courtwright, the promoter and President of the Canada Southern Railway), and Western terminus of a branch of that road on the St. Clair division, in the township of Moore, county of Lambton, is 66 m. from St. Thomas. It is on the River St. Clair, opposite the town of St. Clair, Michigan, and about two m. above Mooretown. A ferry, to connect the Canada Southern Railway with the St. Clair and Chicago Air Line, has been established here.

WATERDOWN, 4 m. from Hamilton, 35½ m. from Toronto, is a village in the township of East Flamboro' and county of Wentworth, does a good business in the manufacture of flour, steam engines, boilers, mill gearing, &c. It is some distance from the station. Stage from Hamilton daily. Population about 1,000.

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WELLINGTON SQUARE, 7 m. from Hamilton, $32\frac{1}{2}$ m. from Toronto. The station is 7 m. from Hamilton, and the village $1\frac{1}{4}$ m. from the station on the lake. It is in the township of Nelson and county of Halton, and somewhat celebrated for superior wheat and fat cattle raised in neighborhood, shipped to the eastern markets; pine, white oak, laths and shingles are also shipped. Distant from Milton, the county town, 20 miles. Population about 700. —MASONIC: Burlington, 165, Wed. on or b.—Orange Lodge, 1,182, 2nd Thurs.

BRONTE, $13\frac{1}{4}$ m. from Hamilton, $26\frac{1}{4}$ m. from Toronto. The village is nearly 3 m. south from the station on the lake shore, at the mouth of Twelve Mile Creek. The harbor is said to be capable of receiving vessels of 300 tons burthen. Distant from Milton, 12 m. Population about 500.

OAKVILLE, $17\frac{1}{2}$ m. from Hamilton, 22 m. from Toronto. This town and port of entry is situated $\frac{3}{4}$ of a mile S. of the station, in the township of Trafalgar and county of Halton. Very good busses, bearing two different hotel names, charge 10 cts. fare, to convey passengers to their destination, or to the best hotel, the CANADIAN HOTEL, the landlord of which is represented at the counter by his buxom better-half with good advantage for the establishment.

This prettily situated place, in a protected part of Lake Ontario (which is 225 ft. above the sea and 100 fathoms deep), has deservedly earned a good reputation in the country as a fine fruit-bearing district. It cultivates and ships during the season about 180 tons of strawberries, unsurpassed for flavor and size.—This vicinity is a garden where the daughters of Eve get finely developed, and also acquire great beauty, which they sport modestly.—A river or creek called Sixteen Mile, running N. and S., divides the town into two parts; the eastern is the business portion and most populated. Some large and good stores are to be seen on the main streets. The exports from here in 1870 were \$97,549; imports, \$8,975; —exports in 1871, \$91,660; imports, \$9,961. About 100,000 bushels of grain, and from 35,000 to 40,000 lbs. of combing and cloth wool are yearly shipped from here. The banks of the lake offer to the eyes and mind a great treat, and none can but feast over the natural beauties which only end in far off distance where the skies mingle with the blue waters. The area of the town limits is 1,300 acres, with a lake frontage of 2 miles. It was incorporated in 1857, and the population is 1,600; revenue, \$6,000; assess. 12 mills on the \$; real and personal estate \$353,000. The Town Hall is a two story brick building, with Council Chamber, used for Division Court. There are 3 cemeteries, 2 fire engines, a weekly paper—*Argus* (cons.), pub. on Fri.—1 Episcopal church, 1 Canada Presbyterian, 1 W. Methodist, 1 Epis. Methodist, 1 Roman Catholic. The high and public schools are all within one building, employ 6 teachers, 2 male and 4 female; cost \$1,900. A very large tannery and a foundry, with machine shop, manufacturing principally axles and springs, employ a large number of hands. An extensive flour mill is also situated on the river; it has four run of stones. There are besides a carriage and wagon factory, a planing mill, a sash and blind factory, and some minor establishments. A railroad is projected: the Oakville, Milton and Guelph, 40 m. in length, W.; it is chartered and partially surveyed. The principal business lots, 25×104 , are valued from 500 to \$600; farms from 40 to \$50 an acre. On the lake shore the soil is sandy and stony under the ridge and clay loam above it. All kinds of general grain are raised, and many localities are splendid grazing grounds. A monthly fair for the sale of cattle and horses is held in the town, and is much frequented.—MASONIC: White Oak, 198, Tues. on or b.—I. O. G. T., Royal Oak, 216, every Thurs.—Orange, 272, 1st Wed.

SOME OF THE PROMINENT MEN.—Wm. McCraney, R. Balmer, J. W. Williams, J. Barclay, P. A. McDougald, W. E. Hagaman, J. Hagaman, R. S. Wood, F. J. Brown, W. H. Young, G. K. Chisholm, R. K. Chisholm, J. Warcup, W. F. McCay, Rev. Wm. Lumsden, Rev. T. Williams.

PORT CREDIT, 25½ m. from Hamilton, 14 m. from Toronto, is a small post village and lake port, considered as one of the safest and best on the north shore. It is situated in the township of Toronto and county of Peel, and occupies a pleasant situation on River Credit at its junction with the lake. Distant from Brampton, the county town, 13 m. Population about 350.

MIMICO, 32 m. from Hamilton, 7½ m. from Toronto, is a small place in the township of Etobicoke, county of York. Population about 100.—Orange Lodge, 163, Tues. on or b.

DAVENPORT, about 5 m. from Toronto, 110 m. from Meaford, is a small village in the township and county of York. Population about 100.

THORNHILL, 14 m. from Toronto, 100 m. from Meaford, is a village in the townships of Markham and Vaughan, county of York, situated 3 m. east of the station. Population about 400. The village at the station is called Maple; population about 250.—MASONIC: Vaughan, 54, Tues. on or b.

RICHMOND HILL, 18 m. from Toronto, 96 m. from Meaford, is a village in the townships of Markham and Vaughan, county of York, situated 3½ m. from the station, on Yonge st. Population 80.—MASONIC: Richmond, 23, Mon. on or b.; Goodwood, 159, 1st Tues.—I. O. G. T., Richmond Hill, 465, Wed.—The village of PATTERSON is midway between the two places, named after Patterson Bros., who have there large works manufacturing agricultural implements. Stage twice a day for Patterson and Richmond Hill villages.

KING, 22 m. from Toronto, 92 from Meaford, is a nice little village in the township of King, county of York. A good deal of pine lumber is shipped from here. The surroundings are rolling hills with well cultivated farms. Stage daily for Nobleton and Bond Lake. Population about 300.—Orange Lodge, 950, 3rd Thurs.

AURORA, 30 m. from Toronto, 85 m. from Meaford, is a large incorporated village in the townships of King and Whitchurch, county of York, on Yonge st. also. The area is nearly 2 m. square; population 1,500; revenue \$2,800; real estate \$141,000; personal \$11,000. There are 5 churches: Episcopal, Presbyterian, N. C. Methodist, W. Methodist, Epis. Methodist; a central school, with 3 departments, 3 teachers, salaries \$900; a weekly paper, *Banner*, (ref.), Fri.; Mechanics' Institute, and a lodge of Sons of Temperance, Aurora Division, Mon. Manufactories: a large rope walk, Hugh Campbell & Son; tannery and curriery, E. Pease; agricultural implements, J. Fleury, employs 50 hands; a foundry, a woollen factory, 2 planing mills, a grist mill, 2 saw mills, a brickyard, and potash works. The soil in the neighborhood is clay, producing large crops of general grain. Farms are worth from 50 to \$75 an acre. Stage daily for Kettleby, Schomberg, and Lloydstown.—MASONIC: Rising Sun, 129, Fri. on or after.—Orange Lodge, 693, 2nd Fri.

SOME OF THE PROMINENT MEN.—Seth Ashton, J. E. McNally, Rev. A. J. Fidler, Rev. G. Bruce, Rev. T. L. Wilkinson, Rev. E. Barras, Dr. F. W. Strange, Dr. R. W. Hillary, John Campbell, J. Fleury, Ed. Pease, Chs. Doan, Jas. Andrews, H. D. Lumby, S. H. Lumby, B. Pearson, John Field, M. Lepper, R. P. Irwin, S. P. Irwin.

NEWMARKET, 34 m. from Toronto, 80 m. from Meaford, is a fine village 10 m. south from Lake Simcoe, township of Whitchurch, county of York. This place has a town appearance, and is surrounded by picturesque rolling hills. It is one of the most important stations of the Northern Railway. Extensive operations in grain are carried on here, as well as a large retail business. The area of the village is 800 acres; incorporated in 1857; population 2,000; revenue \$3,500; real and personal estate \$360,000. Churches: Congregational, Episcopal, E. Methodist, W. Methodist, Presbyterian, Roman Catholic, Canada Presbyterian, Christian Brethren. Schools, one High and a Central public, with 3

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hat factory. Good business lots 100 ft. deep worth \$50 a foot frontage. The
soil all around is clay loam, produces staple crops of wheat and barley. New-
market has a fire engine, a Mechanics' Institute, and Registry Office, a
Young Men's Christian Association, and 2 weeklies, *Era* (ref.), *Fri.*, and *Courier*
(ind.), Thurs. Stage daily for Sharon, Queensville, Keswick and Sulton.—
MASONIC : Tuscan, 99, 2nd Wed.

SOME OF THE PROMINENT MEN.—E. Jackson, E. P. Irwin, D. Sutherland,
W. H. Shephard, S. Roadhouse, Geo. Hutchcroft, Rev. S. Ramsay, Rev. J.
Brown, Rev. A. Smith, Dr. J. Nash, Dr. J. Bentley, Dr. J. H. Widdifield, W.
Dudley, jr., E. Morgan, J. J. Landy, A. Henderson, W. McMaster, jr., R.
Simpson, J. Cawthra, W. Roe, J. Millard, J. J. Pearson.

HOLLAND LANDING, 38 m. from Toronto, 77 m. from Meaford,
is a village in the township of East Gwillimbury, county of York, on Yonge st. ;
has a fine stone church on hill, a large grist mill and saw mill, and a very extensive
tannery. Population over 700.—Orange Lodges, 585, 1st Thurs. ; 679, 1st Wed.

BRADFORD, 41 m. from Toronto, 73 m. from Meaford, is an incor-
porated village in the township of West Gwillimbury, county of Simcoe ; was
incorporated in 1859. There are 2 extensive saw mills, a foundry, several cabinet
factories, 4 tanneries, and woollen and carding mills, and a weekly paper, *South*
Simcoe News, pub. on Thurs. Stage twice daily for Bond Head. Population
about 1,500.—MASONIC, Simcoe, 79, Thurs. after ; Seymour, Ch. 38, Fri. on
or b.—Orange Lodges, 694, 2nd Mon. ; 877, 1st Tues. ; 885, 1st Mon. ; 906, — ;
1053, 1st Fri. ; 1297, 3rd Mon.

SCANLON'S, 44 m. from Toronto, 70 m. from Meaford, is a flag station.
Population about 50.

GILFORD, 49 m. from Toronto, 66 m. from Meaford, is a small village
in the township of West Gwillimbury, county of Simcoe. Stage twice daily for
Cookstown, and daily for Cloverhill, Nicolstone, Alliston, Sisterville, Arlington
and Rosemount. Population about 150.

LEFROY, 52 m. from Toronto, 63 m. from Meaford, is a small village in
the township of Innisfil, county of Simcoe. Stage daily for Churchill and Cherry
Creek. Population over 200.—All trains at this place run 1 m. E. on a branch
line to Bell Ewart.

BELL EWART, 53 m. from Toronto, 64 m. from Meaford, is a fine
village on Lake Simcoe, township of Innisfil, county of Simcoe. Beecher & Silliman
have a saw mill here whose capacity is about 15 million ft. a year. The first of
the firm is a son of the celebrated Rev. Henry Ward Beecher, of Brooklyn, N. Y.
The trains connect here with steamer "Emily May" every day, direct to Orillia,
calling at Beaverton and Jackson's Point. Large quantities of pine lumber shipped
from this station. Population about 500.—MASONIC, Kerr, 230, Tues. on or b.

BRAMLEY, 56 m. from Toronto, 58 m. from Meaford, is a small village
in the township of Innisfil, county of Simcoe. Population about 50.

ALLANDALE, 63 m. from Toronto, 52 m. from Meaford,—20 minutes
allowed here for refreshments.—This village in the township of Innisfil, county of
Simcoe, at the head of Kempenfeldt Bay, has grist and saw mills and a large
hoop factory. It is the junction of the Branch Line of the Northern Railway,
which extends to Orillia and Muskoka wharf, Lake Couchiching, and all trains
of the main line back down on the Branch 1 m. E. to Barrie.—I.O.G.T.
Golden Star, 230, Fri.—Orange Lodge, 432, 1st Thurs. ; 878, 1st Sat.

BARRIE, 1 m. from Allandale, 22 m. from Muskoka wharf, on Lake Couchiching, is a fine town on the N. side of Kempenfeldt Bay, on Lake Simcoe, township of Vespra, county of Simcoe. It is the county town, and is on a lovely site. The Bay in front is 2 m. wide and 12 m. long. The wharves are good and clean; the station is fine, in perfect keeping with the appearance of the town, which rises above it gradually and possesses many excellent brick buildings. The Town Hall, Court House, Registry Office and Gaol, with market in basement, occupy a commanding position and are elegant edifices. The Roman Catholic church, with a congregation of 1,200, is remarkably imposing and cost \$20,000. Barrie was incorporated as a town in 1870; the population is 4,500; revenue \$12,000; real and personal estate, \$700,000. Barrie has a steam fire engine, cost \$4,200; three weeklies: *Examiner* (ref.), Thurs.; *Advance*, (cons.), Thurs.; *Gazette* (ref.), Wed. Churches: Episcopal, Methodist, W. Methodist, Presbyterian, Prim. Methodist and Roman Catholic. Schools: one High and two public, 7 teachers, salaries \$4,000. R. C. separate school employs 2 nuns of the order of St. Joseph as teachers, 160 pupils, expenses \$700. Banks: Bank of Toronto, Bank of Commerce and a private, Dodge & Co's, Bank. Manufactories: foundry, H. Sewry & Co.; woollen, Graham & Lount; 2 flour and grist mills, J. Wilkinson and N. Dyment; 2 saw mills, T. Smith and Brazel Perkins & Co. 2 planing, Geo. Ball and A. Rankin; 3 cabinet, D. Dougall, W. Freeman and Rourke Bros.; pump, Geo. Sullivan; boat builder, J. Carley. A considerable trade is done here with surrounding places, and much lumber is shipped. Many tourists frequent this place during the summer, making it headquarters. There is a daily stage for Penetanguishene (banks of rolling sand) on Lake Huron. 36 m. N. and 8 m. farther in same direction is to be found a settlement of 300 French Canadian families living on fine fertile farms in the township of Tiny.—MASONIC; Corinthian, 96, Thurs. on or b.—I. O. O. F. Barrie, 63, Wed.—I. O. G. T., Lone Star, 41, Tues.—Orange Lodge, 452, 1st. Thurs.

SOME OF THE PROMINENT MEN.—R. Simpson, A. B. McPhee, A. G. P. Dodge, B. W. Smith, Geo. Lount, M. H. Spencer, H. Sewry, T. D. McConkey (M.P.), W. D. Ardagh (M. P. P.), Rev. E. Morgan, Rev. N. Willoughby, Rev. R. P. O'Connor (R. C.), Rev. M. Fraser, Dr. A. Hamilton, Dr. E. Morton, Dr. L. Oliver, Dr. A. Ardagh, W. Lount, D. McCarthy, W. F. A. Boys, D. Campbell.

GOWAN, 6 m. from Allandale, 16 m. from Muskoka wharf, is a flag station.

HAWKSTONE, 15 m. from Allandale, 8 m. from Muskoka wharf, is a small village on the N. shore of Lake Simcoe, 12th Concession of the north riding of the township of Oro, county of Simcoe. Population about 100.

ORILLIA, 23 m. from Allandale, 1 m. from Muskoka Wharf, is a remarkably fine village on Lake Couchiching, township of South Orillia, north riding of the county of Simcoe. Here is a branch of the Provincial Lunatic Asylum. During the summer Orillia is a favorite resort of visitors from Toronto and elsewhere, who are attracted thither by the fishing and hunting, some of the best in the Province. The Midland Railway of Canada has lately extended its line from Port Hope to this place, on its way to Georgian Bay. Orillia has a large retail country trade, and its lumbering business is extensive. Oliver & Co.'s saw mill has a capacity of 3 millions of feet during the season; Tate Bros., one and a half millions; Thompson & Co.'s, on the other side of the Bay, 8 million feet. From Barrie to Orillia the soil is good, and the neighborhood furnishes also good farms. A Co. from Toronto is building here a large summer hotel which will cost \$30,000. The population of Orillia is 2,500; revenue, \$8,500; real and personal estate, \$235,000; the assessment 29 mills on the \$; it is large in consequence of important improvements and the payment of R.R. bonds.—There are 4 weeklies:

Northern Light (ref.), Thurs.; *Expositor* (ref.), Wed.; *Washago Pioneer* (ref.), Fri.; and *Pocket* (cons.), Fri., and a bank, the Dominion Bank.—CHURCHES: Episcopal, Presbyterian, W. Methodist, and Roman Catholic, (which is a very fine brick edifice).—SCHOOLS: a central with 2 teachers; salaries about \$1,400.—Daily train connections with steamers "Cariella" and "Ida Burton" for Washago, with stage to Gravenhurst, and with steamers "Nipissing," "Wawonah" and "Wabamik," for Bracebridge, Port Carling, Rosseau and Port Sandfield. Also daily stage for Coldwater, from Lake Rosseau to Parry Sound.—MASONIC: Orillia, 192, Fri. on or after; Signet, Ch. 34, 1st Tues.; Mount Calvary Encampment, 1st Mon., Jan., April, July and Oct.; Gethsemane Conclave, Red Cross Rome and Constantine, Council Royal and Select Masters, Noah R.A.M.; Rose Croix, Dec., March, June and Sept.—C.O.O.F., Orillia, 20, Mon.—Knights of Pythias, 6, Thurs.—I.O.G.T., Hiawatha, 74, Fri.—Orange Lodge, 296, 1st Thurs.

SOME OF THE PROMINENT MEN.—W. Bingham, G. J. Bolster, J. B. Perry, Rev. J. Grey, Rev. J. Stewart, Dr. G. H. Corbett, Dr. C. S. Elliott, F. Kean, G. M. Wilson, J. World, Tudhope Bros., Taylor Bros., J. Quinn, F. G. R. Grant, H. Sutherland, S. Wainwright, G. J. Booth, J. Bailly, H. S. Scadding, R. Ramsay, P. Murray, J. C. McMullen, W. M. Hale.

MUSKOKA WHARF, 24 m. from Allandale, is on Lake Couchiching.

HARRISON'S, 68 m. from Toronto, 46 m. from Meaford, is a village in the township of Essa, county of Simcoe. W. W. Collwell & Co. own here a saw mill which turns out a good deal of pine lumber. Population about 75.

UTOPIA, 72 m. from Toronto, 44 m. from Meaford, is a flag station.

ANGUS, 73 m. from Toronto, 41 m. from Meaford, is a village in the township of Essa, county of Simcoe. There are here several saw and grist mills, and a weekly paper—*Acres*. The principal business is lumbering. Population about 400.—MASONIC: Caledonian, 249, Tues. on or after.—Orange Lodge, 73, 2nd Tues.; 850, last Sat.

NEW LOWELL, 78 m. from Toronto, 36 m. from Meaford, is a village in the township of Sunnidale, county of Simcoe. Lumbering is here the principal business, and Jacques & Hayes, and A. Prentice, each own a saw and lath mill. Between 4 and 5 millions feet of pine lumber are shipped from this station yearly. Population about 200.

STAYNER, 85 m. from Toronto, 28 m. from Meaford, is a village in the township of Nottawasaga, county of Simcoe. This place is very active and does a large retail business with the country around. It has foundries, cabinet factories, saw and grist mills, tanneries, and several nice churches, and ships between 5 and 6 millions ft. of pine lumber yearly.—Stage daily for Creemore, Banda and Avening. Population about 900.—I.O.O.F., North Star, 68, Fri.—I.O. G.T., Providence, 70, Fri.—Orange Lodge, 942, 1st Tues.

BATTEAUX, 91 m. from Toronto, 24 m. from Meaford, is a small village in the township of Nottawasaga, county of Simcoe. The water power here drives a saw mill, and much lumber is shipped from hence. Population about 100.

COLLINGWOOD, 94 m. from Toronto, 20 m. from Meaford, on the N. shore of Georgian Bay, Lake Huron, township of Nottawasaga, county of Simcoe, was named after the celebrated English Admiral who served under Nelson. Collingwood is a rapidly increasing town; it was first laid out in 1855, and incorporated in 1858. The Northern Railway has brought to light its great natural advantages, and capital is now flowing here from all parts for investment in the lumber, fishing and other pursuits. The Ojibway name of the township: Notta Wasaga, means Mohawk river. Collingwood has not much the appearance of a town, but is destined to be before long a place of considerable importance. It is

by some called the Canadian Chicago, the key of the very valuable Northern lakes, binding the Atlantic with the Pacific; but Hogg Harbor and Owen Sound, to the E. and W., offering larger and safer harbors, disrute the title. It has now a somewhat shanty appearance, like San Francisco had at first, which is derived principally from its lumbering business; but the citizens will, no doubt, soon see the necessity of exchanging their frame buildings for less inflammable ones. The area of this town is 4,400 acres; population over 4,000; revenue, \$12,000; assessment, 2 cts. on the \$; real and personal estate, \$600,000. It has 2 hand and one steam fire engines; the latter cost \$5,000, with hook and ladder Co.; a Board of Trade, established in 1871; a Bank of Commerce; Northern elevator, storage capacity, 150,000, 10,000 bush. an hour; Mechanics' Institute, 900 vols, 200 members; 2 weeklies: *Enterprise* (cons.), (steam presses), Thurs.; and *Bulletin* (ref.), Wed.; 2 brickyards, 2 large tanneries, foundry and machine shop; 5 churches: Episcopal, Presbyterian, W. Methodist, Roman Catholic and Epis. Methodist (col.); 1 High and 5 public schools, employ seven teachers; salaries \$4,100. Best business $\frac{1}{4}$ acre lots are worth \$1,500; the soil in neighborhood is sandy loam, produces principally root crops of leading kinds. Quarries are numerous at the foot of the chain of mountains which form a boundary to the W. It is a spur of the Alleghanies, which was noticed at Dundas and Hamilton, on the Great Western Railway. The yearly cut of square pine timber on the Bay is estimated at 150 million feet. The whole is shipped by vessels to the United States. The capacity of A. P. Dodge's saw mill is 13 millions in 7 months; Kanady & McDougall's, 6 millions a year; the latter have a lath and shingle mill also. The principal saw mills on the Bay are 8 in number.—It is said that the projected Hamilton Railway, which was to end at Hogg Bay, will have its terminus at Collingwood; distance about 80 m.—Stage daily to Nottawa, Duntroon, Singhanpton, Maxwell, Flesherton, Priceville, Durham, Hanover and Walkerton. thence to Paisley, Cardine, to Thornbury and Clarkburg. Lake Superior Royal Mail Line steamers: "Cumberland," "Chicora," "Francis Smith," and "Algoma." One of these steamers leaves Collingwood every Tuesday and Friday, on arrival of the morning express train from Toronto, calling at Bruce Mines, Sault Ste. Marie, Michipicoton, Neepigon, Silver Islet, Fort William and Duluth, connecting at Duluth, at St. Paul, and all points West, Northwest and South; and with the Northern Pacific Railway and Kittson's Transportation Line, from Moorhead for Fort Garry and Red River country. Steamer "Silver Spray" will leave Collingwood daily for Meaford, Cape Rich, and Owen Sound.—MASONIC: Manito, 90, Wed. on or after.—I.O.O.F. Collingwood, 54, Thurs.—I. O. G. T., Collingwood, 258, Tues.; Green Grove, 356, Wed.

SOME OF THE PROMINENT MEN.—Geo. Moberly, J. H. Lawrence, J. Hogg, C. Cameron, Rev. W. McCullough, Rev. S. Lett, Rev. R. Rodgers, Dr. A. R. Stephens, Dr. J. H. Burns, Dr. A. Moberly, C. Gamon, H. Robertson, D. Robson, W. Toby, R. Falin, D. H. McMillan, Thos. Long, J. J. Long, J. Lindsay, A. Melville, T. W. Fair, C. Wiggins, J. Henderson, W. B. Hamilton, E. R. Carpenter.

CRAIGLEITH, 100 m. from Toronto, 15 m. from Meaford, is a village at the foot of the Blue Mountain, on Craigley Bay, Lake Huron, township of Collingwood, county of Grey. The Blue Mountain is the highest ground in Ontario, being about 1,500 ft. above the level of the sea. There are excellent stone quarries around Craigleith, and good fishing in the Bay. Population about 75.

THORNBURY, 107 m. from Toronto, 8 m. from Meaford, is a romantic village on the s. shore of Nottawasaga Bay, Lake Huron, township of Collingwood, county of Grey. Its principal business is lumber and grain; water powers are abundant in the vicinity. Population about 300.—I.O.G.T., Wanderer's Home, 214, Tues.; Georgian Bay, 333, Wed.

MEAFORD, 115 m. from Toronto, (the present terminus of the main line of the Northern Railway) is a rising and picturesque village at the mouth of the Big Head River, on Nottawasaga Bay, Lake Huron, township of St. Vincent, county of Grey; woollen, flour and saw mills are in operation. A large quantity of grain is also shipped from this port. In summer a steamer plies daily between Meaford, Owen Sound and Collingwood. In winter there is a daily line of stages between the same places. Population about 1,200.—**MASONIC**: Pythagoras, 137, Fri. or after.—**I.O.G.T.**, Union Valley, 37, Fri.; Dominion, 65, Sat.

HUMBER SUMMIT, 14¼ m. from Toronto, 73¼ m. from Mount Forest, is a small place whose trade is limited to a few wagon makers and blacksmith's shops, a cabinet-maker establishment, a couple of general stores, with a flour mill about 1 m. from the station. Population about 120.

WOODBIDGE, (formerly named Berwick) 16½ m. from Toronto, 71½ m. from Mount Forest, is a village on the Humber river, township of Vaughan, west riding of the county of York. It has a good local trade and does a large lumber business. The farms round are very productive and well stocked. The leading manufactory is Abel's Woodbridge agricultural works; they are among the largest of the kind in the country and cover an area of 2½ acres, and employ about 150 hands. There is another extensive agricultural implement works near the village. A woollen factory is here, manufacturing blankets, flannels, tweeds, &c., employing about 25 hands. There is also a stove factory, two saw mills in the village, and one extensive saw mill about 1 m. n. of it. The latter exports between 4 and 5 million cubic feet of lumber annually. About 2 m. from Woodbridge there is a flour mill, and ½ m. farther another one is in operation. In vicinity is the village of Pine Grove; population 170, where Messrs. Gooderham & Worts, of Toronto, carry on an extensive milling business. Population of Woodbridge about 900.—**Orange Lodge**, 83, 2nd Tues.

KLINEBERG, 21½ m. from Toronto, 66¼ m. from Mount Forest, is a village in the township of Vaughan, county of York, situated between two branches of the Humber river, where there is a large extent of water power. There are several saw mills, a flour and grist mill, belonging to Mr. Henry Howland (3 run of stones), a stove factory, and a good tannery. The country round is rich in agricultural resources, and the dairy produce is considerable. The Galloway breed of cattle is raised numerously; the Devon and Durham breeds also. The villages in vicinity are Nobleton, Scomberg and Lloydtown. Population about 300.—**I.O.G.T.**, Klineberg, 10, Saturday.

BOLTON, 26½ m. from Toronto, 61½ m. from Mount Forest, is a beautifully situated village on the Humber river, in the sixth and seventh concessions of the township of Albion, county of Peel. The leading establishments are a flour and grist mill, woollen factory, tannery, foundry and agricultural implement works. The *British Standard*, a weekly paper, has lately been established. The country around has a reputation for good barley and for sending to market a considerable quantity of hogs and dairy produce. The farms are well cultivated and range in value from \$30 to \$45 per acre. Population over 750.

MONO ROAD STATION, 32½ m. from Toronto, 55½ m. from Mount Forest, partly in the township of Mono, county of Simcoe, partly in the townships of Caledon and Albion, is the landing place for the villages of Sandhill and Caledon East, sometimes called Paisley. Around the station there are an hotel, a few houses and a steam saw mill.—**CALEDON EAST**, 1½ m. from the station, on the Humber river, has a population of 200 inhabitants.—**SANDHILL**, 2½ m. from the station, situated on the border line of the townships of Albion and Chingwacousy, county of Peel, numbers about 200 inhabitants; here has been established a tannery. Six miles from Mono Road, there are extensive beds of fine sandstone, designated as the Caledon Hill Freestone Quarries.

CHARLESTON, (formerly called Caledon), 41 m. from Toronto, 47 m. from Mount Forest, is a village in the township of Caledon, county of Peel. It is surrounded by a good wheat country, and a large quantity of cordwood is shipped from this station. — **CHURCH'S FALLS** (also called Cataract), on the River Credit, 4 m. from the station, is supplied with splendid water power. The resources of this valley are varied, and to a large extent undeveloped. Besides the timber, there is good freestone, flagstone, water lime, and a very fine clay or fuller's earth, equal to any now in use by woollen manufacturers. Church's Falls is named after the founder of the village, who has here a flour and grist mill, saw mill, and a shingle and stave factory. There are here beside 2 woollen mill and flax mill, and 1 m. nearer Charleston, an extensive saw mill. The Falls may more aptly be designated a short series of rapids, falling 80 feet in the course of 300 yards. In a distance of $3\frac{1}{2}$ miles, the river has a descent of 380 feet. Population of Charleston, about 300.

ALTON, $44\frac{1}{2}$ m. from Toronto, $43\frac{1}{2}$ m. from Mount Forest, is a village 1 m. from the station, on the river Credit, township of Caledon, county of Peel. It has extensive water power, and 2 miles from the village is the fountain-head of the main branch of the river Credit. This consists of a chain of lakes, 3 in number, called the Caledon Lakes. They connect with each other, and the first one, almost circular in formation, covers a space of over 100 acres. The lakes are romantic, abound in speckled trout, and are much frequented by American tourists. In the village there are 3 saw mills, 3 flour and grist mills, an axe factory, a woollen factory, two cabinet factories, and a steam, shingle and lath factory. Adjoining the station there is an abundance of limestone. Great quantities of lumber are shipped from this station. In the vicinity are the villages of Hillsburgh, in the township of Erin, county of Wellington, 7 m. from Alton, (with a population of 400), where a branch of the Credit river gives water power to 2 grist mills, a woollen factory, and a tannery. — At Melville, a small village 2 miles from Alton station, towards Orangeville, there are a saw mill, oatmeal mill, and a tannery. Population of Alton about 500.

ORANGEVILLE, 49 m. from Toronto, 39 m. from Mount Forest, is an important and flourishing incorporated village on the river Credit, situated on the border of 3 townships, Mono, Caledon and Garafraxa, in the township of Wellington, counties of Peel and Simcoe. The village is on an elevated plateau, with well cultivated country around. A few miles N.W. of the village the land attains its highest altitude between Toronto and Lake Huron, over 1,400 feet above the level of that city. The streams or rivers below this point all find their way to Lake Ontario, but beyond that they pursue an opposite course, and flow towards Lake Huron, with the exception of the Grand River, which finds its outlet in Lake Erie. Orangeville does a large grain and lumber trade, and contains flour mills, woollen factories, 2 foundries, steam plating mills, 2 saw mills, 2 carriage and waggon factories, 1 steam cabinet factory, 1 pump-making establishment, 2 brickyards, a large tannery, pottery works, &c. There are 2 weeklies, the *Sun* and *Advertiser*; and 2 banks, the Canadian Bank of Commerce and the Merchants' Bank of Canada. Population about 1,800. — MASONIC, Harris, 216, Tues on or b.

AMARANTH, 56 m. from Toronto, 32 m. from Mount Forest, is a flag station.

WALDEMAR, $58\frac{1}{2}$ m. from Toronto, $29\frac{1}{2}$ m. from Mount Forest, is a small place in the township of Amaranth, county of Wellington. It is rapidly increasing, and bids fair to become of importance, on account of the abundance of timber around, and the good water privileges furnished by the Grand River, which courses through here. There are 2 saw mills, grist mills and a woollen factory. Population about 80.

LUTHER STATION, 62 m. from Toronto, 26 m. from Mount Forest. There is a small village on the Grand River adjacent to the station, known as Little Toronto, in the township of Luther, county of Wellington. The country all around produces fine crops of general grain. There are a saw mill and a woollen factory here, and a great quantity of lumber is shipped from this station. Population about 80.

ARTHUR, 73 m. from Toronto, 15 m. from Mount Forest, is a thriving incorporated village on the Conestoga river, at the corners of the townships of Arthur, Peel, Luther and Garafraxa, county of Wellington. It is chiefly formed of one long street stretching out on the Garafraxa road from one rising ground to another. The soil around is good, sandy loam, with here and there light clay with gravelly subsoil. The value of improved farms ranges from 20 to \$30 per acre, and bush farms or but partially improved from 12 to \$15. There are 3 saw mills, which command a supply of timber in the district, such as cedar, hemlock, beech and maple. Also a water power and a steam power flour and grist mill, a woollen factory, a tannery, a shingle mill, potash works, several waggon factories, &c. Population about 800.

KENILWORTH, 80 m. from Toronto, 8 m. from Mount Forest, is a small village in the township of Arthur, county of Wellington, situated in a fine farming country. Population about 75.

MOUNT FOREST, 88 m. from Toronto, (the present terminus of the Toronto, Grey and Bruce R.R.), is a large and fine village on the south branch of the Saugeen river, at the corner of the townships of Egremont and Normanby, county of Grey, but for municipal purposes it is rated in Wellington. The water power here is very considerable, and although there are several manufactories run by it, there is ample room for others. There are two saw mills, 2 water power and 1 steam power flour and grist mills, 2 woollen factories, a large carriage and agricultural implement works, 3 other carriage and waggon shops, a foundry, 2 tanneries, 2 brickyards, &c. There are 2 weeklies printed here, the *Examiner* and the *Confederate*. A monthly fair for live stock has been established. Banking facilities are supplied by the Ontario Bank. This village possesses a good county trade, and is surrounded by a fine agricultural country. It ships a great quantity of grain and cattle. Population 1,650.—**MASONIC**: St. Albans, 200, Fri. on or b.

SCARBORO' JUNCTION, 9 m. from Toronto, 79 m. from Cobocank, is a small village on the Markham road, township of Scarborough, county of York. It is a junction station of the Grand Trunk, also of the Toronto and Nipissing Railways. Population about 200.—**I.O.G.T.**, Scarboro' Star, 243, Mon.

AGINCOURT, 14 m. from Toronto, 74 m. from Cobocank, is a small village in the township of Scarboro', county of York. Population about 50.

UNIONVILLE, 20 m. from Toronto, 68 m. from Cobocank, is a village on the river Rouge, township of Markham, county of York. It contains a flour and grist mill, and a saw mill, Hugh P. Crosby, M.P.P.; a cabinet and a cheese factory. Population about 250.—**I.O.G.T.**, Unionville, 91, Sat.

MARKHAM, 22½ m. from Toronto, 66 m. from Cobocank, is a village pleasantly situated on the river Rouge, township of Markham, county of York. Farm implements, carriages, pumps, cheese, &c., are manufactured on a large scale. There are a tannery, 2 foundries, and a weekly, the *Economist*. Population about 800.—**MASONIC**: Markham Union, 87, Fri. on or b.

STOUFFVILLE, 28½ m. from Toronto, 59 m. from Cobocank, is a flourishing little village in the townships of Markham and Whitechurch, county of York. It contains a saw mill, a grist mill, a tannery and several cabinet factories. The soil in vicinity is of a stiffish loam with clay subsoil. Population about 700.

—**MASONIC**: Richardson, 136, Wed. on or b.—I.O.G.T., Minne-ha-ha, 319, Mon.

GOODWOOD, 34 m. from Toronto, 54 m. from Cobococonk, is a small village in the township of Uxbridge, county of Ontario. Population about 90.

—Orange Lodge, 572, last Fri.

UXBRIDGE, 41 m. from Toronto, 47 m. from Cobococonk, is a pleasantly situated village in the township of Uxbridge, county of Ontario. It contains two grist, two saw, and carding and fulling mills, distillery, tannery, potashery, fanning mill, axe and tool and carriage factories, and a weekly, the *Journal*. The soil in neighborhood is good, and produces large crops of general grain and roots. It is also a fine grazing district. Population about 2,000.—**MASONIC**: Zeradatha, 220, Mon. on or b.—I.O.G.T. Crown, 294, Fri.—Orange Lodge, 129, 1st Fri.

WICK, 49 m. from Toronto, 39 m. from Cobococonk, is a small village, half a mile from the station, in the township of Brock, county of Ontario. Population about 125.—Orange Lodge, 673, 2nd Mon.

SUNDERLAND, 53 m. from Toronto, 35 m. from Cobococonk, is a small village in the township of Brock, county of Ontario. Population about 100.

CANNINGTON, 59 m. from Toronto, 29 m. from Cobococonk, is a thriving village on Bear River, township of Brock, county of Ontario. It contains a wholesale bakery, shingle and woollen factories, grist and saw mills, and a weekly, the *North Ontario Gleaner*. The soil in vicinity is very productive. Population about 800, and increasing rapidly.—Orange Lodge, 568, 1st Fri.

WOODVILLE, 63 m. from Toronto, 25 m. from Cobococonk, is a small village in the townships of Eldon and Mariposa, county of Victoria. Population about 400.

MIDLAND JUNCTION, 64¾ m. from Toronto, 23 m. from Cobococonk, is in the townships of Eldon and Mariposa, county of Victoria, being a junction station for the Midland Railway from Port Hope, and the Toronto and Nipissing Railway.

ARGYLE, 66 m. from Toronto, 22 m. from Cobococonk, is a small village in the township of Eldon, county of Victoria. Distant from Lindsay, the county town, 24 m. Population about 100.

ELDON, 71 m. from Toronto, 17 m. from Cobococonk, is a way station.

PORTAGE ROAD, 74 m. from Toronto, 14 m. from Cobococonk, is a way station.

KIRKFIELD, 76 m. from Toronto, 12 m. from Cobococonk, is a small village in the township of Eldon, county of Victoria. Distant from Lindsay, the county town, 25 miles. Population about 100.

VICTORIA ROAD, 79 m. from Toronto, 9 m. from Cobococonk, is a way station.

COBOCONK, 88 m. from Toronto, (the present terminus of the Toronto & Nipissing Railway) is a small village on the township line of Somerville and Bexley, county of Victoria. Steamers ply between here and Lindsay. Population about 150.

PORT UNION, 16½ m. from Toronto, 316½ m. from Montreal, is a small village on Lake Ontario, in the township of Pickering, on the boundaries of the counties of Ontario and York, which is a good fishing place. Population about 100.

FRENCHMAN'S BAY, 20¼ m. from Toronto, 312¼ m. from Montreal, is a small village in the township of Pickering, county of Ontario. It is bound to the S. by a large bay of Lake Ontario, about a mile across, and 1¼ m. broad, with a depth of from 7 to 20 feet. This is a great fishing place. Population about 100.

DUFFIN'S CREEK, 23 m. from Toronto, 310 m. from Montreal, is a thriving village on the Kingston road, 3½ m. from the mouth of Duffin's creek, which empties into Lake Ontario, in the township of Pickering, county of Ontario, and about 1 m. N. from the station. This village was formerly called Canton; it has good water power, being at the junction of the eastern and western branches of the creek, and having at its mouth a fine natural harbor. The surrounding country is remarkably fertile, the soil clay and rich stiff loam. The village contains a grist mill with four run of stones, brewery, tannery and four churches, Presbyterian, Methodist, Roman Catholic and Quaker. Population about 500.

WHITBY, 29½ m. from Toronto, 303½ m. from Montreal, is a town and port of entry on Whitby harbor, Lake Ontario, in the township of Whitby, county of Ontario, on the Kingston gravel road (which leads from Kingston to Toronto, Hamilton as far as Windsor), 1½ m. N. from the station. Whitby is situated on slightly undulating ground in a splendid agricultural district, and is the county town. The exports from this place in 1870 were \$396,498; imports, \$87,219;—exports in 1871, \$303,866; imports, \$66,774. The harbor is said to be one of the best and safest on the north shore of Lake Ontario. Bus fare from the station to the town, 20 cts. The area of Whitby is 3,800 acres; was incorporated 18th Dec. 1854; population over 3,000; revenue, \$22,500; real and personal estate, \$674,900. A "Merryweather" frost-proof steam fire engine, single cylinder, has lately been purchased by this town from the agent, Mr. A. G. Gilbert, Montreal, at a cost of \$2,800.—The Town Hall is a good brick building; back of it is a large wooden drill shed, 80 x 144 ft., cost \$2,500. The Court House is a fine brick edifice with stone facings; the Gaol is of brick and stone. Whitby contains a Custom House, 2 weeklies, *Chronicle* (ref.), Thurs.; and *Gazette* (cons.), Thurs., and a very fine red brick "All Saints" Episcopal Church, with slated spire; other churches are Roman Catholic, W. Methodist, Congregational, Old Kirk and Free Church. A High and 3 public schools employ 5 male and 5 female teachers; salaries, \$2,800. The banks are the Ontario Bank and Dominion Bank. Manufactories: foundry, making agricultural implements, 100 hands, Brown & Patterson; a steam tannery, King Bros.; door and sash, G. Cormack; brass clock, Collins & Bro.; door and sash, S. Groves; carriage, M. O'Donovan. Best business lots, 30 x 80 feet, bring from \$5,000 to \$4,000; farms from \$40 to \$60 per acre. The soil is principally clay and sandy loam, and produces large crops of spring and fall wheat and all other grains, beside roots of finest quality. There is no quarry, but 2 m. N. is a brickyard. The town has a Mechanics' Institute, 100 members, 3,000 vols. The county's agricultural fair is held here. The surrounding farmers are all well-to-do, and a great number of fat cattle is shipped E. and W. from this station. There are several very good brick stores on the main sts., and many of the private residences are magnificent, and that of Sheriff Reynolds, called Trafalgar Castle, is not inappropriately so named. It is a very large white brick structure in the Elizabethan style and occupies a prominent position. It cost \$60,000. Prince Arthur was entertained in it in 1869, when he turned the first sod of the Port Whitby and Perry Railway, which begins here. The harbor of Whitby, about ¼ m. S. of station, is a seat of much activity and is kept in beautiful order. The amount of grain handled here is immense, an assertion which the presence of two elevators seems to warrant. One of them is driven by steam, and its storage capacity is over 1,000,000 bush. The Port Whitby and Port Perry Railway starts from this spot, and brings great quantities of pine lumber, principally from Lake Superior. MASONIC: Composite 30, 1st Thurs.; Keystone, Ch. 35, 3rd. Thurs. — 1st O. E.

Eastern Star, 72, Tues.—I. O. G. T., Ontario, 67, Mon.; Harvest Home, 393, Wed.

SOME OF THE PROMINENT MEN.—J. H. Greenwood, T. Huston, T. H. McMillan, M. O'Donovan, J. B. Powell, Thos. Lawlor, N. Ray, Judge Z. Burnham, M. G. Reynolds, J. H. Perry, W. Paxton, G. H. Dartnell, W. H. Higgins, J. A. Campbell, Rev. J. D. Cayley, Rev. J. Fraser, Rev. W. D. Ballantyne, Rev. J. A. Sanderson, Rev. S. T. Gibb, Dr. R. J. Gunn, Dr. W. A. Eastwood, Dr. G. A. Carson, A. G. McMillan, J. E. Farewell, Col. J. Wallace, J. V. Ham, G. Y. Smith, W. H. Billings, H. J. McDonald, Ths. Dow, H. B. Taylor, J. K. Gordon, J. M. Lowes, Y. Gibson, R. Campbell, C. Draper.

BROOKLIN, 6 m. from Whitby Junction, 13 m. from Port Perry, is a village in the township of Whitby, county of Ontario. A considerable local trade is done at this place, which contains also large manufactories of furniture, 2 grist mills with 3 run of stones each, a carriage factory, &c., and a circulating library. Lyon's creek runs through the village, which was formerly called Winchester. Population about 600.—MASONIC: Mount Zion, 39, Tues. on or prec.

MYRTLE, 10 m. from Whitby Junction, 9 m. from Port Perry, is a small village in the township of Whitby, county of Ontario. It contains an E. Methodist Church and a carriage factory, and the country around furnishes much grain and lumber. Population about 200.

SUMMIT, 12½ m. from Whitby Junction, 6½ m. from Port Perry, is a flag station.

MANCHESTER, 15 m. from Whitby Junction, 4 m. from Port Perry, is a village in the township of Reach, county of Ontario, which does a very extensive grain business. Population about 300.

PRINCE ALBERT, 17 m. from Whitby Junction, 2 m. from Port Perry, is a beautifully situated and thriving village in the township of Reach, county of Ontario. It contains a weekly, the *Observer*, and large carriage and cabinet factories. Population about 600.—MASONIC: Prince Albert, 183, Fri. on or b.—Orange Lodge, 569, 1st Thurs.

PORT PERRY, 19½ m. from Whitby Junction, (the terminus of the Port Whitby and Port Perry Railway), is a flourishing village on Lake Scugog, township of Reach, county of Ontario. It is built on an eminence, commands an extensive view of the waters of the lake, and is connected with Scugog Island by a floating bridge ¾ of a mile in length. Manufactories of considerable size exist in the village, which does also an extensive business in wheat and lumber, 5 millions of feet being annually shipped. This place has daily steam communication with Lindsay, Fenelon Falls, and ports on the lake. There are two steam saw mills, a brickyard, 2 flour mills, agricultural implement factory, with wood and iron machinery shop; a weekly, *Standard*, and the Ontario Bank. Lake Scugog, or the larger portion of it, has been artificially made; the formation of the dam at Lindsay, many years ago, raised the water and forced it back over the land, thus flooding a large extent of country. At the time these townships were surveyed, the whole of what now constitutes the southern portion of Lake Scugog was dry land. The Indian name implies submerged or flooded land. Population about 1,500.—I. O. G. T., Rose of Reach, 541, Tues.—Orange Lodge, 223, 1st Wed.

OSHAWA, 33½ m. from Toronto, 299 m. from Montreal, is a large flourishing village and port of entry in the township of Whitby, county of Ontario, situated 1½ m. N. from the station. It was incorporated in 1850. The harbor is ½ m. S. of the station. This place is reached by bus lines (fare 15 cts.) over a fine road or street which is all along lined with trees and many fine private residences, surrounded by gardens and orchards.

Oshawa has a city look ; the ground is in some parts undulating and somewhat hilly on the outskirts to the N. E. and S. W., fine groves here and there capping them with luxuriance. Oshawa is a fast place, and should prove it by being incorporated as a town. Warren's creek runs through a portion of it and furnishes 3 privileges. The exports from Oshawa in 1870 were \$132,864; imports, \$69,317; exports in 1871, \$71,398; imports, \$149,821. The area is 2,400 acres; population, 3,500; revenue, \$10,500; assessment, 20 mills on the \$; real and personal estate, \$542,695. There are 2 hand fire engines; 2 weeklies, *Vindicator* (cons.), Wed.; *Ontario Reformer* (ref.), Thurs., and 8 churches: Episcopal, Roman Catholic, Methodist, Ep. Methodist, Baptist, Bible Christian, Christian, and Presbyterian. The W. Methodist church is a splendid white brick edifice, with slated spire. There is a large Central School building with High and public departments, employs 7 teachers; salaries \$2,900. Best business lots on main st. are worth \$1.200, farms in neighborhood from \$50 to \$90 per acre. The soil is clay and loam, gives large yearly yields of grain of all kinds. The Mechanics' Institute here has 100 members and 2,000 vols. There are 2 banks, the Dominion Bank and the Ontario Bank, and a lodge of Sons of Temperance. Manufactories: Joseph Hall's Manufacturing Co., capital \$300,000, makes steam engines, printing presses and all kinds of iron work and agricultural implements; 300 to 350 hands; F. W. Glen, pres. and manager; Oshawa Cabinet Co., capital \$100,000; 200 men and 23 girls; W. H. Gibb, pres. and manager; A. S. Whiting & Bros. Manufacturing Co. makes scythes, hoes and forks, capital \$100,000, 80 hands; Luke and Bros., cabinet, 40 hands; Machine made Hat Co., makes all kinds of straw work; 200 hands. The Corporation gave this Co. a bonus of \$5,000; Malleable Iron Works, capital \$40,000, 100 hands. The Corporation gave this Co. also a bonus of \$5,000; Melodeon factory, Darlington & Hoskins, 20 hands; sheepskin tannery, Wm. King; other tannery, Wm. Warren.—Oshawa flour mills, 5 run of stones, manufacture celebrated "Cloud" brand, &c., 200 brls. a day;—Ellesmere flour mill, 4 run of stones, finest brands, 150 brls. a day, Gibbs & Bro.

MASONIC: Lebanon, 139, 2nd Tues.; Cedar, U. D. 4th Tues.; Pentalpha, Ch. 28, 1st Fri.—I. O. O. F., Corinthian, 61, Thurs.—I. O. G. T., Oshawa, 501, Thurs.—Orange Lodge, 686, 1st Tues.

SOME OF THE PROMINENT MEN.—W. H. Gibbs, M. P., W. F. Cowan, Lyman English, P. Wall, A. Cameron, J. Luke, C. Holland, J. H. McClellan, T. N. Gibbs, M. P., Rev. W. Belt, Rev. J. Shea (R. C.), Rev. W. Scott, Rev. W. S. Patterson, John Larke, G. S. Climie, R. McGee, Dr. Wm. McGill, Dr. W. Coburn, Dr. Deans, Dr. Jos. Clark, Dr. F. Rae, Dr. W. McBrien, W. F. Cowan, S. Trewin, A. M. Chisholm, J. W. Fowke, G. F. Blamey, J. Gillet, E. B. Wilcox, W. Gillet, R. Smith, J. S. Steele, W. T. Atkinson.

BOWMANVILLE, 43 m. from Toronto, 290 m. from Montreal, is a town and port of entry, $1\frac{1}{2}$ m. N. of the station, having a splendid harbor called Port Darlington (at which the Royal Mail Line steamers call daily), on Lake Ontario, about $\frac{3}{4}$ m. S. from the depot, with which it communicates by a fine wide road. Bowmanville is situated in the township of Darlington, west riding of the county of Durham. The first village lots were laid out in 1832, when there were but 2 or 3 houses. In 1853, the population being just over 1,000, the place was incorporated as a village. Since that period it has progressed rapidly, and it owes much of its present importance to the Hon. J. Simpson. The town is bound by a rich agricultural district, second to none in the country, and has excellent water power, furnished by two creeks, which somewhat encircle it and form by their united embrace fine sloping hills on either of their sides. These hills are lovely and highly cultivated. The town has not the lively and bright appearance which Oshawa possesses in a high degree, but its fine wide streets and sedate-looking buildings have a good substantial character. Bowmanville was incorporated as a town 27th May, 1857, and contains a Mechanics' Institute having

100 members and 1,500 vols. and is the head office of the Ontario Bank, whose building, next to the good brick Town Hall, is a handsome structure with a free-stone facade. The exports from this place in 1870 were \$164,540; imports, \$106,159—exports in 1871, \$114,076; imports, \$194,056. The area is 3,400 acres; population over 3,000; revenue \$15,000; assessment, 18 mills on the \$; real and personal estate, \$653,683. There are here a hand fire engine, 3 weeklies, the *Canadian Statesman* (ref.), Thurs.; *Merchant* (ref.), Fri.; *Observer* (organ of Bible Christian denomination), Wed., and 9 churches: Episcopal, Roman Catholic, Prim. Methodist, W. Methodist, Bible Christian, Canada Presbyterian, Old Kirk, Congregational and Disciples, a large and handsome Central school with High and public departments, employs 9 teachers; salaries \$3,750. Best business $\frac{1}{4}$ acre lots are worth \$2,000; farms bring from \$40 to \$75 per acre. —Manufactories: Bowmanville Cabinet Manufacturing Co., makes agricultural implements also; flouring mill, 4 run of stones, John McDougall; do., 3 run of stones, Capt. R. T. Raynes; do., 3 run of stones, Such & Bros.; do., 2 run of stones, Thompson & Burns; flour, grist and oatmeal mill, 2 run of stones, David Towns; a foundry, Wm. Porter; and a brickyard. —The places in vicinity are Hampton, 4 m. N. W.; Enniskillen, 8 m. N. W., and Tyrone, 7 m. N., reached by daily stages. —MASONIC: Jerusalem, 31, Wed. on or b.—I.O.O.F., Fl. Nightingale, 66, Wed.—I.O.G.T., New Dominion, 19, Wed.; Bowmanville, 259, Fri.

SOME OF THE PROMINENT MEN.—F. Cubitt, R. Windatt, Wm. Thompson, W. K. Burk, J. McDougall, S. B. Bradshaw, M. Porter, Hon. J. Simpson, W. P. Consaul, R. R. Loscombe, F. Y. Cowle, Rev. A. Macnab, Rev. J. R. Smith, Rev. T. M. Reikie, Rev. A. Spencer, Dr. H. R. Reid, Dr. A. Beith, Dr. J. G. Davidson, Dr. Wm. Allison, Dr. B. Patterson, R. Armour, J. H. Hutchison, W. H. Lowe, J. K. Galbraith, J. Rutledge, J. McClung, T. McClung, Jas. McClung, J. McLeod, M. P. P., P. Paterson, David Fisher, J. Milne, F. F. McArthur, J. Murdoch, P. Murdoch, T. Bassett, J. Higginbottom, T. Stott, R. O'Hara,

NEWCASTLE, 47 $\frac{1}{4}$ m. from Toronto, 286 m. from Montreal, is a village and port of entry in the township of Clarke, county of Durham, 1 m. N. from the station; bus fare 20 cts.—The harbor is about 1 m. S. from the station; some lumber and much grain being shipped from there. It has an hotel and a grist mill with 4 run of stones. A small stream enters the lake here, by damming which, a short distance from its mouth, a fine sheet of water, resembling a small lake, has been formed to supply the mill. A long pier runs out into the lake, but the depth of water is but sufficient for lake craft. The regular mail line steamers do not stop here. The exports from Newcastle in 1870 were \$64,053; imports, \$33,615;—exports in 1871, \$57,564; imports, \$50,008. The area of Newcastle is 2,400 acres; population, 1,400; revenue, \$4,700; assessment, 14 mills on the \$; real and personal estate, \$250,000. There are 4 churches: Episcopal, Presbyterian, W. Methodist and Epis. Methodist; a large brick Central school, with 4 teachers; salaries \$2,400.—Manufactories: Newcastle Woollen Manufacturing Co., 100 hands, R. Brodie manager; Newcastle agricultural works, 90 hands, H. A. Massey pro.; marble works, John McDonald; door and sash, J. Treleaven. There is also a brick and tileyard.—A Government piscatorial, or fish-breeding establishment, managed by Mr. S. Wilmot, is within 1 m. W. of the village, on Baldwin's creek, on Kingston road. The experiments conducted there have up to this time met with complete success. The soil in neighborhood is clay and loam; staple crop, wheat, barley, pease and oats, in great quantities, and fruit is much cultivated, strawberries to a large extent. The best lots in the village, $\frac{1}{4}$ acre, are worth \$1,000; farms in vicinity from \$80 to \$100 per acre. The following villages: Orono, 5 m. N.; Lescard, 8 m. N. W.; Kendell, N. E.; Kerby, 8 m. N., are reached by stages. Newcastle contains a Literary Institute and a large drill shed.—MASONIC: Durham, 66, Fri. on or b.—I. O. G. T., Rising Hope, 203, Tues.

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SOME OF THE PROMINENT MEN.—Geo. A. Jacobs, R. T. Wilkinson, A. McNaughton, J. McDonald, C. Massey, C. Allan, Rev. H. Brent, Rev. W. McDonagh, Rev. A. Cross, Dr. W. N. Rose, Dr. J. McNaughton, Dr. J. Lovekin, S. McClung, Ths. Miller, A. Templeton, R. Pope, H. S. Northrop, John Lyman, J. Gillespie, J. P. Lovekin, Wm. Wagstaff, F. Farncomb, J. J. Robson.

NEWTONVILLE, 54 m. from Toronto, 280 m. from Montreal. The village is 3 m. N. of the station, in the township of Clarke, county of Durham, on the telegraph road to Toronto. This is a picturesque agricultural district. Population about 300.

PORT HOPE, 63 m. from Toronto, 270 m. from Montreal.—Bus fare 25 cts.—Port Hope is a large and flourishing town and port of entry, situated on the N. shore of Lake Ontario, in the township of Hope, county of Durham. The site of the town is very pretty, extending over a valley and the surrounding hills, which here and there are beautifully capped with fine groves, and though, owing to natural obstructions it is rather irregularly laid out, the appearance it presents is very picturesque. The G. T. Railway bridge at this station, 1/2 of a mile in length, is a splendid specimen of the builder's art. The soil is sandy, on a lime-stone base. There are nursery grounds called the Hamilton Gardens, about 2 m. E. from the town. The Midland Railway of Canada, which extends from here to Beaverton, 66 m. N., through a fine lumbering and agricultural country, has contributed largely in developing Port Hope. This town possesses one of the finest harbors on the lake, from which lumber, grain and flour are annually exported to a large amount. An extensive fleet of schooners is engaged in this trade, and, being mostly owned in the town, form no mean addition to its wealth. The steamers of the Canadian Navigation Co. call here regularly ; and there is a daily steamer which crosses over daily to Charlotte, N.Y., the port of Rochester. The exports from Port Hope in 1870 were \$1,171,020 ; imports, \$5,441,554 ;—exports in 1871, \$1,435,404 ; imports, \$7,923,378. The principal streets are lit with gas ; Smith's Creek, called after an honored citizen of that name, who was one of the real "town fathers," flowing through the centre of the town, affords fair water power, advantage of which has been taken in the erection of several manufacturing establishments. The principal business streets are lined with excellent brick buildings of three and four stories high ; and the Town Hall, churches, and other public edifices, present a fine appearance also. Port Hope was incorporated as a town in 1850. The area is 5,400 acres ; population, 5,400 ; revenue proper, \$36,000 ; harbor revenue, \$30,000 ; assessment, 12 mills on the \$; real and personal estate, \$1,520,373. A public park of 14 acres is now being fitted up ; the site is at the E. end of the town, and is a high eminence commanding a full view of the lake and surrounding country. The town has \$11,000 worth of shares in the Gas Co., whose bonds are all paid ; the shares bring 6 per cent. The U. S. Consular Agent here is Mr. W. S. Taylor. There are 3 hand fire engines, &c. ; 2 weeklies, *Times* (cons.), Thurs., and the *Guide* (ref.), Wed., and 7 churches : Episcopal, Roman Catholic, W. Methodist, Bible Christian, Old Kirk, Canada Presbyterian, and Baptist ; a splendid brick Central school, with High and public depts. and three others, employ 15 teachers ; salaries \$7,000. The Trinity College for boys, on a high hill at the east end, was established 1871. It is a large brick building surrounded by 10 acres of ground, employs 5 teachers ; salaries \$3,200. There are 3 banks : Bank of Montreal, Bank of Toronto and Ontario Bank. Good business lots on the principal sts. ; Walton st., of 1/4 acre, are worth \$6,000 ; on John st., same size, \$3,000. The soil outside of the town is clay and loam ; there are many large vegetable and fruit gardens in proximity and 2 large quarries and 4 brickyards ; the stone, however, is used only for foundation purposes.—**MANUFACTORIES.**—A tannery, J. Robertson ; tannery, Wm. Craig ; flour mill, J. G. King ; flour mill, P. McCabe ; flour mill, W. Barrett ; flour mill, Luke's ; Midland (car.) Manufacturing Co., 100 hands ; woollen, J. C. McNaughton ; button factory, E. G. Chant ; Ontario planing mill, W. Garnett ; planing mill, P. T. Kellaway ;

foundry, T. Hayden; foundry, Nicholls & Co.; carriage factory, R. Chalk; carriage factory, Mathews & O'Brien; plaster mill, F. Beamish. The above are run by water power; cooper establishment, J. Hunter, is by steam.—**MASONIC**: Ontario, 26, 3rd Thurs.; Hope, 114, 1st Thurs.; Victoria, Ch. 37, 2nd Thurs.; Palestine Encampment, 4th Thurs., meet in Masonic Hall, Walton st.—I. O. O. F., Durham, 78, Tues.—I. O. G. T., Pioneer, 117, Wed.; Marysville, 329, Thurs.; Star of Hope, 345, Tues.; Arcade, 369, Tues.

SOME OF THE PROMINENT MEN.—N. Kirchhoffer, H. V. Sanders, W. S. Tempest, D. Cleghorn, J. Palcutt, D. McLennan, T. F. Janes, M. F. Whitehead, R. W. Smart, A. M. Cosby, M. Heaton, Col. A. T. H. Williams, Hon. B. Seymour, L. Ross, M. P., R. C. Smith, Rev. F. A. O'Meara, Rev. J. Brown (R. C.), Rev. C. J. S. Bethune, Rev. J. B. Howard, Rev. W. W. Donald, Rev. J. King, Dr. J. F. Dewar, Dr. J. Clemesha, Dr. R. W. Burnham, Dr. Herriman, Dr. Powers, D. E. Boulton, Jos. Gray, T. M. Benson, John Wright, D. Smart, J. B. Trayes, A. Fleming, Geo. A. Stewart, G. C. Ward, H. H. Meredith, H. Covert, H. Aylwin, W. Fraser, J. H. Hagerman, A. Cochrane.

QUAYS, 6 m. from Port Hope, 81 m. from Orillia, is a platform station.

PERRYTOWN, 9 m. from Port Hope, 78 m. from Orillia, is a small village in the township of Hope, county of Durham. It contains a woollen factory which gives employment to a large number of men, a grist mill and three churches: Presbyterian, W. Methodist and Bible Christian. The village is one mile from the station. Population about 200.

CAMPBELL'S, 10 m. from Port Hope, 77 m. from Orillia, is a flag station.

SUMMIT, 14 m. from Port Hope, 73 m. from Orillia, is a flag station.

MILBROOK, 18 m. from Port Hope, 69 m. from Orillia, $\frac{1}{2}$ m. from the station, is an incorporated village in the township of Cavan, county of Durham. It possesses a foundry, agricultural works, several mills, a tannery, cabinet factory, an Episcopal and Presbyterian church, a weekly, the *Messenger*, and a local trade of some importance. From this village a Branch of 23 m. extends to Lakefield. Population about 1,200.—**MASONIC**: J. B. Hall, 145, 2nd Thurs.

FRASERVILLE, 24 m. from Port Hope, 16 m. from Lakefield, is a signal station.

PETERBOROUGH, 31 m. from Port Hope, 9 m. from Lakefield, is a flourishing and rapidly progressing town in the township of Monaghan, county of Peterborough, situated on the west bank of the Otonabee river. It is the county seat. The population of Peterborough is about 5,000; there are from 400 to 450 French-Canadian families here. The site of the town is nearly level with a few slight elevations, advantage of which has been taken in the location of the county and other public buildings. The streets are laid out very regularly, the principal ones being lit with gas. There is excellent water power, and manufacturing is extensively engaged in. Of sawn lumber, which is the principal production, about 23,000,000 feet are exported annually. The other manufactures embrace woollen goods, machinery, castings, agricultural implements, leather, &c. A considerable business is also done in wheat and flour. Banks: the Bank of Montreal, Bank of Commerce and Bank of Toronto. The churches are: Episcopal, Presbyterian, Methodist, Baptist and Roman Catholic. The *Examiner* and *Review*, weeklies, are published here. On the opposite side of the river is a large suburb, the village of Ashburnham, united to the main body of the town by a handsome bridge. The Cobourg, Peterborough and Marmora Railway terminates here, but, owing to the destruction of Rice Lake bridge, that road is not in use farther than Harwood. Stages leave Peterborough daily for Norwood, Lakefield, Chemong Lake, and connection with steamer "Ogemah," for Bobcaygeon and Lindsay.—**MASONIC**: Corinthian, 101, Wed. after; Peterborough, 155, 1st Fri.; Corinthian,

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Ch. 36, 3rd Thurs.; Moore Encampment, 2nd Mon., March, April, June, Sept. and Dec.—I.O.G.T., Friendship, 146, Tues.

LAKEFIELD, 40 m. from Port Hope (W. terminus of Branch Line of Midland R.R.), 23 m. from Millbrook, is a flourishing village in the townships of Douro and Smith, county of Peterborough. It has extensive water privileges, which run a grist mill, woollen factory and saw mill. Between 8 and 9 millions feet of pine lumber is shipped from this station, apart from a large quantity of timber, and connection is made with steamers for Port Perry, Bobcaygeon, Bridgenorth, Fenelon Falls, Cobocok, Bald Lake, Buckhorn, &c. Population about 500.

BETHANY, 24 m. from Port Hope, 63 m. from Orillia, is a small village in the township of Manvers, county of Durham. Population about 300.

BRUNSWICK, 26 m. from Port Hope, 61 m. from Orillia, is a small post-office station in the township of Manvers, county of Durham.

FRANKLIN, 28 m. from Port Hope, 59 m. from Orillia, is a small village in the township of Manvers, county of Durham. Population about 100.

OMEMEE, 33 m. from Port Hope, 54 m. from Orillia, is a progressive village in the township of Emily, county of Victoria. It has large saw, grist and woollen mills. The *Standard*, a weekly, is published here. Distant from Lindsay, the county town, 10 m. Population about 600.

KELLY'S, 38 m. from Port Hope, 49 m. from Orillia, is a signal station.

LINDSAY, 43 m. from Port Hope, 44 m. from Orillia, is the county town of Victoria, and one of the most thriving places in the midland section of the Province, is situated on the River Scugog, in the township of Ops. Having excellent water communication with a long chain of inland lakes, extending on both sides of it, by means of quite a numerous fleet of steamers, it possesses every advantage for the shipment of the immense quantities of lumber, sawn and square, annually taken from the almost illimitable forests which stretch away to the rear of the county; and also for an extensive trade in grain and flour, the produce of the fine agricultural country by which the town is more immediately surrounded. There are here about 200 French-Canadian families. Its manufacturing interests are represented by several saw and grist mills, tanneries, breweries, a sash, door and blind factory, foundry, pork packing house, and the works of the Hemlock Extract Co. There are 3 large wheat storehouses with shoots leading to the cars on the line. The amount of lumber sawn and shipped from this station annually is 50 millions of feet, board measure, besides square timber, which is very considerable. The Pork Packing House here is one of the largest in the country, and furnishes the great number of lumbermen employed in the timber limits. The swing bridge across the River Scugog is said to have the longest swing in Canada, being 175 feet. The town is principally built of brick, and besides the county buildings, churches, Union and Roman Catholic schools, there are several fine blocks of stores. The Bank of Montreal and Merchants' Bank of Canada do business here, and the *Canadian Post* is the local weekly. Population about 4,000.—MASONIC: Faithful Brother, 77, 1st Thurs.

CAMBRAY, 49 m. from Port Hope, 38 m. from Orillia, is a small village in the township of Fenelon, county of Victoria. It contains saw, shingle and grist mills and a Union school. Population about 200.

OAKWOOD, 54 m. from Port Hope, 33 m. from Orillia, is a small village in the township of Mariposa, county of Victoria. It contains a paper mill, woollen and carriage factories. Population about 500.

WOODVILLE, 58 m. from Port Hope, 29 m. from Orillia, is a village in the townships of Eldon and Mariposa, county of Victoria. It is a station of



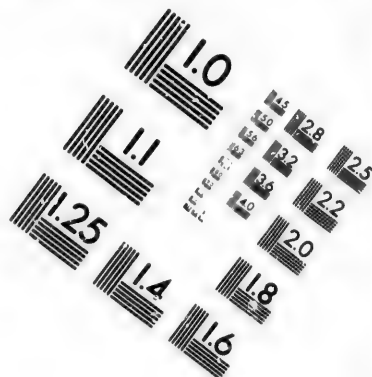
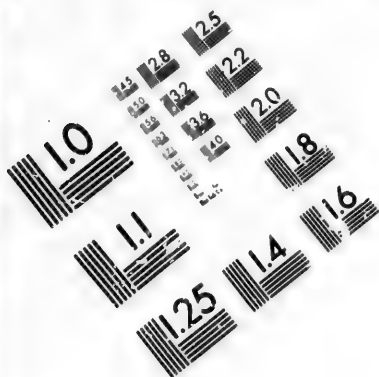
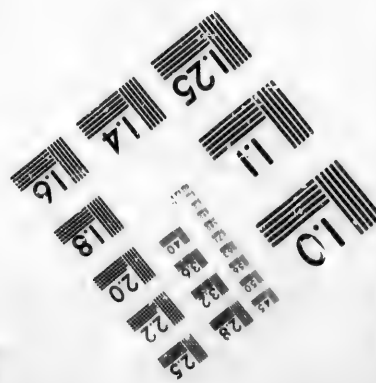
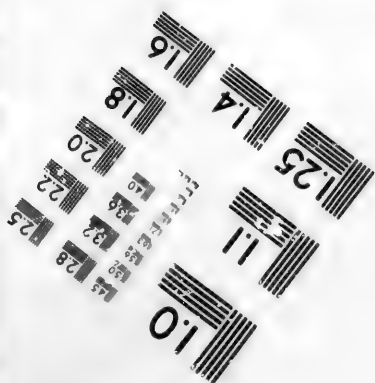
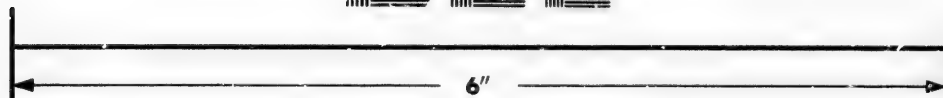
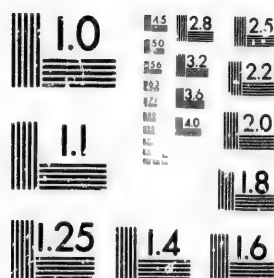


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

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WEBSTER, N.Y. 14580
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the Midland and of the Toronto and Nipissing Railways. Large quantities of grain are shipped from this station. Population about 400.

BEAVERTON, 6 m. from Port Hope, (the present W. terminus of the Midland R. R.) is a thriving village on Lake Simcoe, township of Thorah, north riding of the county of Ontario. It contains pump and waggon factories, a tannery, brickyard, carding and fulling, saw, and grist mills. The *Expositor* is the local weekly. Great quantities of pine timber and lumber are exported from this place. Connection with steamer for Barrie and Bell Ewart; steamer "Emily May" for Orillia and intermediate ports on Lake Simcoe, connecting with steamer for Washago; also stages for Gravenhurst, steamers for Bracebridge and all ports on Lake Muskoka, and steamers for ports on Lake Rosseau. Population about 1,200.

COBOURG, 69 $\frac{1}{4}$ m. from Toronto, 263 $\frac{3}{4}$ m. from Montreal, is a fine large town situated on the North shore of Lake Ontario, about $\frac{1}{2}$ m. S. from the station. 20 minutes is here allowed for meals in the restaurant dining-room, 50 cts. Bus fare 25 cts.—Cobourg is the capital of the united counties of Northumberland and Durham. The streets are broad and laid out nearly at right angles, and the public and private buildings are in many cases very fine. The outskirts contain very tasty orchards and gardens, and the wharves without displaying much activity, are nevertheless constantly covered with large piles of lumber, iron ore and grain, brought in by the Cobourg, Peterboro' and Marmora Railway for exportation. The quantity of pine lumber shipped from this port annually to the United States, amounts to 30 millions feet, board measure, and of grain 150,000 bushels, of iron ore between 30 and 40,000 tons. The Town Hall, called Victoria Hall, is a splendid edifice, very large, and somewhat resembles the Court House of Montreal; the entire front, including the columns and part of the sides being of free stone, the rest of white brick. It cost over \$100,000, and contains all the corporation and county offices. Cobourg is a port of entry and was incorporated as a town in 1850; the area is 3,500 acres; population 5,000: revenue, \$24,000; harbor revenue, \$11,000; assessment, 1 $\frac{1}{4}$ c. on the \$; real and personal estate, \$1,500,000. The exports of Cobourg in 1870 were \$572,892; imports, \$32,458—exports in 1871, \$436,988; imports \$95,770.—Mr. Isaac Lawrence is U. S. Consular Agent here. There are 7 churches: Episcopal, Roman Catholic, Canada Presbyterian, Episcopal Methodist, W. Methodist, Congregational and Bible Christian.—Banks: Bank of Montreal, Toronto Bank, and Burns & Co's. Savings Bank. The University of Victoria College occupies a commanding position in the northern part of the town. It is a large good-looking structure of white brick, surrounded by nine acres of fine grounds, was established as an academy in 1836 and received university powers in 1841; it is under control of the Wesleyan Methodist Church in Canada. Total value of property, \$40,000. The University has faculties of law and medicine in Montreal and Toronto, and possesses here an extensive and very valuable museum containing about 5,000 mineralogical and geological specimens, Egyptian mummies, most perfectly preserved, and other curiosities. The number of local professors is six, salaries \$9,000. Rev. S. S. Nelles, D. D., President.—Other educational establishments are, a Collegiate Institute and 5 public schools, employing 13 teachers, salaries \$6,900, and a R. C. separate school with 1 teacher, salary \$450, apart from 7 or 8 private schools. Three weeklies are published here, the *Star* (cons.) Wed.; *Sentinel* (cons.), Sat., and the *World* (ref.), Fri.—Manufactories: Cobourg Woollen Manufacturing Co., 100 hands, A. Fraser, manager; agricultural implement factory, W. L. Payne; car works, J. Crossen; foundry, Crossen & Payne; foundry, Geo. Johnson; 2 flour and grist and plaster mills, and brewery, K. Calcutt; brewery, H. McKechnie. The Cobourg, Peterborough and Marmora Railway have an elevated dock here for the purpose of dumping the iron ore direct from the cars into vessels, and own the "Otonabee" steamer, used to carry the ore across Lake Ontario. The Royal Mail Line steamers stop regularly

at this port, and there is also a daily steamer to Charlotte, the port of Rochester, on the opposite American shore. The soil around Cobourg is sandy loam, and produces fine general grain and root crops. There are 2 brickyards in the neighborhood, making white and red bricks. The town is lit with gas, and possesses 3 hand fire engines, &c.

MASONIC : St. Johns, 17, Mon. on or b.; St. Johns Ch., U. D., Fri. on or b. —Sons of Temperance, 9, Wed.

SOME OF THE PROMINENT MEN.—Wm. Kerr, D. Brodie, Judge G. M. Boswell, Judge Geo. Clark, Hon. Jas. Cockburn, M. P., Chs. Gifford, M.P.P., R. N. Waddell, J. D. Armour, Geo. Perry, J. C. Field, W. Jex, Hon. A. Burnham, Hon. A. Perry, Wm. Eyre, Col. W. P. Chambliss, A. B. Carpenter, J. C. Boswell, Rev. W. Stennett, Rev. M. R. Timlin (R. C.), Rev. W. Briggs, Rev. W. Hooper, Rev. Auston, Rev. S. S. Nelles, Rev. N. Burwash, Rev. J. Wilson, J. R. Barber, W. H. Floyd, H. Hough, D. McAllister, Dr. N. W. Powell, Dr. C. M. Moore, Dr. F. Pugh, Dr. R. H. Clark, J. H. Roper, J. Crossen, P. McCallum, J. C. Field, A. Hewson, Wm. Graham, D. Minaker, J. J. McIntyre, W. Hargraft, J. Sutherland, G. Guillette, J. Polkinghorne, J. Wilson, J. Jeffrey, R. Mulholland, John Hayden.

COBOURG, PETERBOROUGH & MARMORA RAILWAY.—This Railway—5 feet 6 inches gauge—had its first sod turned on 9th Feb., 1853. It has met with many mishaps from the first, but is likely to get over them ere long under its present able management. In 1869 an act was passed by the Ontario Legislature authorizing the amalgamation of the Cobourg and Peterborough Railway Company and the Marmora Iron Company. In consequence of the destruction of the Co's. bridge at Rice Lake, 3 miles in length, communication by rail with Peterborough is interrupted; but steps are now being taken to rebuild it. The length of the road completed is 13 miles, from Cobourg to Harwood, on Rice Lake, where a steamer leaves three times a week for Peterborough, distance 30 m. The iron mines are 26 m. from Harwood, but a portion of that distance, 17 m. E., is performed by steamer, to a place called the Narrows, on river Trent; connection made there with a branch line of the railway running nine miles N. to Blairton, where the mines are situated.—**HARWOOD**, situated on the S. shore of Rice Lake, is in the township of Hamilton, county of Northumberland. Five small steamers ply from different parts of the lake and Hastings on the river Trent. It contains two steam saw mills, one owned by McDougall & Ludgate, the other by Campbell & Huston; capacity of each 100,000 feet b. m. every 24 hours during 7 months. The population, about 1,000 in summer time, gets reduced to about 400 in winter.—**BLAIRTON** is a village situated on Marmora lake, township of Belmont, and county of Peterborough. Population about 300. Rich magnetic iron ore is found here, between 30 and 40,000 tons of which are annually shipped to Pittsburg, Cleveland, &c., in the United States, from the Port of Cobourg. The Co. working these mines is principally composed of Americans, and its capital is \$600,000. The amount of pine lumber carried to Cobourg by this railway is 30 millions fee, (b m.) annually.

GRAFTON, 77 m. from Toronto, 256 m. from Montreal, $1\frac{1}{2}$ N. from the station, is a village in the township of Haldimand, county of Northumberland. Its manufactures are represented by an extensive distillery, a foundry, a woollen factory and grist mill. It ships much flour, lumber and other produce of the back country, and contains 4 churches: Episcopal, W. Methodist, Presbyterian and Baptist. Population about 500.

COLBORNE, $84\frac{1}{4}$ m. from Toronto, $248\frac{3}{4}$ m. from Montreal, $\frac{1}{4}$ m. N. from the station, is an incorporated village in the township of Cramahe, county of Northumberland. The soil of the surrounding country is generally sandy loam and under a high state of cultivation. It has a good local retail trade, and possesses

2 grist, saw and planing mills, a sash and door factory, a tannery, an iron foundry and 3 cabinet factories; 4 churches: Episcopal, W. Methodist, Presbyterian and Epis. Methodist; and a weekly, the *Express*, on Wed. From 10 to 12 million ft. of pine lumber is shipped from this port, and about 200,000 bush. of grain. Here the finest fall wheat is raised, some of which took prizes at the Exhibition in Paris. The Registry Office for East Northumberland is kept here. The Kingston gravel road passes through the village. Population about 1,200.—**MASONIC**: Colborne, 91, Fri. on or b.—Mr. Jos. Keeler is M.P. for the county.

BRIGHTON, 91 $\frac{1}{4}$ m. from Toronto, 241 $\frac{1}{4}$ m. from Montreal, is an incorporated village, finely situated on rolling hills, on Prescott Isle Bay, north shore of Lake Ontario, township of Brighton, county of Northumberland. It is a port of entry, and a steamer plies 3 times a week between this place, Colborne harbor, Cobourg and Oswego, N.Y. The exports from Brighton in 1870 were \$54,124; imports, \$8,885;—exports in 1871, \$60,980; imports, \$5,776. There are 2 grist mills, 1 plaster mill and a tannery. Hops are very extensively cultivated here and all around, and much net fishing is carried on on the lake. Population about 1,500.—**MASONIC**: United, 29, Thurs. on or b.

TRENTON, 101 $\frac{1}{4}$ m. from Toronto, 231 $\frac{1}{4}$ m. from Montreal, is an incorporated village and port of entry, situated on both sides of the mouth of the river Trent, at the head of the Bay of Quinte. The municipality is formed by part of the township of Murray, county of Northumberland, and part of the township of Sidney, county of Hastings. A large business is done here in the rafting of square timber for the Quebec and other markets; great quantities being brought down the river Trent for this purpose from an immense range intersected by it. The exports from Trenton in 1870 were \$486,213; imports, \$15,299;—exports in 1871, \$471,852; imports, \$10,058. The manufactories are: 4 grist mills, 2 steam saw mills, 1 stave and barrel factory, paper mill, tannery, plaster mill and foundry. It contains several nice churches, a weekly, the *Courier*, and the position of the village is very lovely, especially as seen from the fine iron bridge of the Grand Trunk. Much lake fishing is carried on here. Population about 1,700.—**MASONIC**: Trent, 38, Tues. b.; St. Mark's, Ch. 26, 2nd Wed.; Harrington Enc., 1st Mon.

BELLEVILLE, 112 $\frac{1}{4}$ m. from Toronto, 220 $\frac{1}{4}$ m. from Montreal, is a lovely town on the Bay of Quinte, township of Thurlow, west riding of the county of Hastings, about 1 m. S. from the station; bus fare 25 cts. The site of Belleville was originally part of a reserve belonging to the Messessaga Indians. It was surveyed and laid out as a town by order of Government in the year 1816, when 300 lots of half an acre each were laid out. It is the county town and is beautifully situated, partly on undulating hills, which everywhere have thick limestone foundations. The streets are wide, well laid out, and the public and private buildings have generally a very fine and substantial appearance. Belleville was named after the wife of Governor Gore, Lady Bella, incorporated as a town in 1836, and divided into 4 wards. The area of the town is 1,200 acres; population, 7,400; revenue, \$51,000; assessment 11 $\frac{1}{2}$ mills on the \$; real estate, \$2,439,710; personal, \$147,980. Front st. is the principal business street of the town, and many of the stores on it can vie with those of cities as to appearance and amount of business done by them. The river which passes through the town N. and S. furnishes very fair water power in the spring and fall, but the manufacturers do not rely on it, as they all, with one exception, have recourse to steam power. There are several bridges spanning the river in different quarters, and from them can be seen immense quantities of pine logs floating down in pursuit of one another. As many as 500,000 to 600,000 logs are said to have reached this place since last spring. During one year ending September, 1871, according to information kindly furnished by U.S. Consular Agent here, Mr. R. R. Lloyd, 59,811,960 feet, board measure, of pine lumber was exported to the United States from this port; of laths 1,400,000

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bundles ; of shingle cedar bolts (for making shingles, of a size to cut in three lengths), 5,668 cords ; of grain 85,000 bushels, and, during the quarter ending 30th June, 1872, 12 millions feet of pine lumber were registered for export by the U.S. official. A considerable number of lake schooners is owned here. During the season of navigation, steamers leave daily for Kingston, tri-weekly for Oswego, U. S., and weekly for Montreal. There is a daily steam ferry between Belleville and the county of Prince Edward, and daily stages to the Madoc gold district. The Grand Trunk Co's. engine house at the station contains room for 21 engines. The machine and repairing shop employs about 100 men.

The town has lately constructed a fine red brick Town Hall, opposite the market, on a square, and also a splendid Central school. It has a first class steam fire engine, and a good hand one, &c. In the Gas Works, which is owned by a private Co., it has \$14,000 worth of shares, paying now 6 per cent. There is here a Board of Trade which was organized in 1868. The newspapers are two dailies : *Intelligencer* (cons.), and *Daily Ontario* (ref.), and a weekly, *Hastings Chronicle* (ref.), Wednesdays. The churches are St. Thomas, and Christ, both Episcopal ; St. Andrew's, Canada Presbyterian, two W. Methodist, Epis. Methodist, Roman Catholic and Congregational. In the western portion of the town is situated Albert College, an institution under the control of the Episcopal Methodists. This college was opened in 1857, and has since been in most successful operation. The ladies' department of this institution has been named the Alexandra College. The High and public schools, 5 in number, employ 16 teachers ; salaries, \$8,700. There are besides 5 private schools, and a R. C. separate school. Banks : Bank of Montreal, Merchants' Bank of Canada, Royal Canadian Bank ; two elevators—that of Simpson & Bros. cost \$20,000 ; that of Campbell & Brennan is smaller. About a mile west of the town is the Ontario Institute for the deaf and dumb, a handsome building erected 20th October, 1870, cost \$100,000. Charitably disposed, the St. George's, St. Andrew's and Irish Protestant Societies, exert themselves here very actively as benevolent institutions. The first meets and Thurs., 2nd quarterly, and the last 1st Wed. The Workingmen's Temperance Association is here a strong body ; meets Tues. in Marble Hall, on Front st. The Y. M. C. A. have a free reading room, and meet in their own rooms on Front st. also. The town and county have generously provided the philanthropic Miss McPherson with a suitable building in the western portion of the town to make a Home, called Marchmont, for immigrants. On George st. are situated the gymnasium, skating and curling rinks. Best business lots on Front st., 100 feet deep, average \$120 a foot frontage, and property everywhere is constantly on the increase. Farms at a distance command readily \$80 per acre. The soil outside of the town is principally sandy loam, and produces fine general crops. Fruit trees and hops are extensively cultivated in the vicinity. There are several fine quarries, and two brickyards within town limits ; and as to stone for foundation purposes it is to be had on every building lot by the pick and blasting.

The following are the principal mills and manufactories :—Saw mill, Page & Co., the only one outside of town limits ; E. W. Rathburn & Son, Flint & Yeoman, Lewis & Kerr, Wm. Blaker, W. A. Ostrom, James Ross, M. Buck. Flouring mills : Irwin & Diamond, James Canniff, H. Corby, the largest. Foundries and agricultural implement factories : G. & J. Brown, J. W. Walker & Co., Wm. Wallbridge. Foundry : Martin & Holton. Sewing machine factory : James Barrett. Axe and edge tools factories : E. Burrell, A. E. Proctor. Carding mills : S. Ostrom, John Lazier. Soap and candle factory : Phippen & Graham. Distillery : H. Corby. Carriage factories : Brown & St. Charles, W. H. Vermilyea. Brewery : James Roy.

MASONIC : Moira, 11, Wed. on or prec. ; Belleville, 123, 1st Thurs. ; Moira, Ch. 7, 1st Tues. ; King Baldwin Encampment, 1st Mon., Jan., April, July and Oct. ; meet in Masonic Hall.—I. O. O. F., Belleville, 81, Thurs.—I. O. G. T., Moira, 241, Mon. ; Prince Albert, 257, Tues.—Orange Lodges, 274, 2nd Mon. ; 727, 1st Mon. ; Young Britons, 6, 3rd Mon. ; meet New Orange Hall.

SOME OF THE PROMINENT MEN.—J. J. B. Flint, R. M. Roy, Judge Geo. Sherwood, F. McAnnany, Geo. Taylor, W. H. Ponton, A. Dickson, R. P. Davy, A. Waters, A. Thomson, R. Richardson, W. R. Dean, T. Wills, M. Howell, M. P., James Brown, M. P., John White, M. P., Hon. B. Flint, Hon. R. Reid, Hon. L. Wallbridge, E. Miles, J. W. Carman, Wm. Sutherland, E. R. Benjamin, A. Diamond, W. A. Foster, T. Kelso, J. Bell, Rev. Archdeacon Patton, Rev. Vicar-General Farrelly (R. C.), Rev. H. Caulfield, Rev. F. H. Bland, Rev. J. C. Smith, Dr. James Lister, Dr. R. Holden, Dr. W. Hope, Dr. D. E. Burdett, Dr. R. Tracy, Geo. D. Dickson, Geo. Holton, R. P. Jeliott, A. Robertson, D. Pitceathly, Geo. Ritchie, J. Sutherland, W. H. Scholes, Geo. Wallbridge, S. Ross, J. W. Thompson, C. J. Starling.

SHANNONVILLE, 120 m. from Toronto, 213 m. from Montreal, is a large village on Salmon river, $1\frac{1}{2}$ m. from the Bay of Quinté, township of Tyendinaga, county of Hastings. It is built on a bed of rock. The site of the village was originally the property of the Mohawk Indians. There is a considerable lumber business done here. The New York Central Railway is supplied with ties from this place. Population about 600.—**MASONIC**: Quinté, 241, Tues. after.—**I.O.G.T.**, Victoria, 466, Sat.

TYENDINAGA, 126 $\frac{1}{2}$ m. from Toronto, 206 $\frac{1}{2}$ m. from Montreal, is a postal village in the township of Tyendinaga, county of Hastings. Population about 40.

NAPANEE, 134 $\frac{1}{2}$ m. from Toronto, 198 $\frac{1}{2}$ m. from Montreal, is a manufacturing town and port of entry on the river Napanee, in the townships of Richmond and Fredericksburg, united counties of Lennox and Addington. It is the county seat. The Court House, Gaol, fine stone edifices, and other public offices, are here situated, and there is also a fine building, with appropriate grounds, for exhibition purposes. This place has of late years exhibited marked progress. The G. T. Railway bridge here is a very handsome and substantial piece of masonry and iron work. Much lumber is annually exported down the Napanee river, which flows through the village into the Bay of Quinté, distance 7 m.; and a large amount of flour and other agricultural produce is freighted both by rail and water. The town possesses excellent facilities for manufacturing purposes, and on the river banks are a long row of mills and factories. Napanee, a corruption of the Indian name Apanee, said to mean "land of flour," is principally built on the N. side of the river. It was incorporated as a town in 1865; the area is 1,200 acres; population 3,400; revenue \$19,000; assessment 15 mills on the \$; real and personal estate \$575,000. Mr. H. Ralston is U.S. Consular Agt. here. The exports from this place in 1870 were \$499,949; imports \$54,252;—exports in 1871 \$426,936; imports \$103,663. The town possesses a good steam fire engine, and another, worked by hand. The steam fire engine was the first made in Canada; it was manufactured at Chatham. There are 4 weeklies: *Standard* (cons.), *Wed.*; *Express* (cons.), *Fri.*; *Beaver* (ind.), *Sat.*, and *Canada Casket*, Temperance organ, *Thurs.* The churches are: Episcopal, Roman Catholic, W. Methodist, Epis. Methodist, and Canada Presbyterian. The Napanee Academy is a fine large brick building, containing High and public departments, employs 10 teachers, salaries \$4,580. There is also a R.C. separate school, with one teacher; salary \$240. The banks are the Bank of British North America and the Merchants' Bank of Canada. The best business lots, 130 feet deep, average \$60 a foot frontage, and farms in neighborhood are worth from 40 to \$50 per acre. The soil is clay and loam, and produces coarse grains and spring wheat. Apple trees and hops are considerably cultivated in this section. There is a daily steamer from here to Picton, distance 21 m., and daily stage to Newbury, 7 m. N.E.; to Centreville, 15 m. N.E.; and to Tamworth, 19 m. N.E. There are several excellent quarries in vicinity, and 5 brickyards within town limits. The following mills and factories are in the heart of the town, in a row, on the N. side of the river, and are run by

Judge Geo.
R. P. Davy,
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water power, except the last one mentioned:—Vulcanized Rubber Co., E. Hover & Bro.; Canada dye woods mills, Wm. Morrison; foundry and agricultural implement factories, John Herrings, John Dwyer; machine works, Geo. Mair & Bro.; cabinet factories, Webster & Boyes, Gerard Hamilton; Napanee flouring mill, 4 run of stones, A. N. Diamond; Glencoe flouring mill (steam), Wm. Ross.

MASONIC: Union, 9, Fri. on or b.; Mount Sinai, U.D., Thurs. on or b.; Mount Sinai, Ch. 44, Wed. after.—I.O.G.T.: Pine Grove, 134, Thurs.; Pleasant Valley, 273, Mon.; Riverside, 346, Tues.; Napanee, 540, Thurs.; Cold Water, 1, Sat.—Orange Lodges, 358, 2nd Mon.; 1232, 3rd Mon.

SOME OF THE PROMINENT MEN.—A. L. Morden, W. R. Chamberlain, Judge W. H. Wilkinson, R. Easton, S. McL. Detlor, W. S. Williams, C. James, J. T. Grange, M.P.P., H. M. Derouche, M.P.P., Hon. J. Stevenson, Wm. Miller, J. Herring, W. V. Detlor, Rev. G. M. Meacham, Rev. J. J. Bogart, Rev. J. F. Leonard (R. C.), Rev. S. G. Stone, Rev. J. Scott, Dr. A. Ruttan, Dr. A. S. Bristol, Dr. H. L. Cook, Dr. T. Chamberlain, R. A. Leslie, A. Smith, T. S. Carmen, A. Henry, W. Templeton, T. W. Casey, R. Downey, A. C. Davis, H. Boyle, R. G. Wright, E. Hooper, T. Molloy, J. Gibbard.

ERNESTOWN, 145½ m. from Toronto, 187½ m. from Montreal, is a small village in the township of Earnestown, counties of Lennox and Addington. Population about 100.

COLLIN'S BAY, 153 m. from Toronto, 180 m. from Montreal, is a small village in the township of Kingston, county of Frontenac. Population about 100.

KINGSTON, 160½ m. from Toronto, 172½ m. from Montreal, is situated about 2 m. S. from the station; hack fare to the city 50 cts. at night, 25 cts. in day time. 20 minutes allowed here for meals, at 50 cents in restaurant dining room.

Kingston is a port of entry and the chief town of the county of Frontenac, in lat. 44° 12' N., and long. 75° 41' W. at the N. E. point of Lake Ontario, and the head of the St. Lawrence, on its N. shore, opposite Wolfe Island, near the famous Thousand Islands, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the Great Catarqui creek, are united with the mighty and majestic St. Lawrence. It occupies the site of the old French fort Frontenac, the ruins of which are still to be seen, and presents all around its beautiful land-locked bay, about 3 miles across, 9 m. in breadth, a lovely sight. Nature was the architect of the beautiful harbor, where a fleet of the largest tonnage can ride with safety during a storm. The west shore of the bay is bold, and to the East the land projects southward a considerable distance to Point Frederick, or Navy Point, beyond which is Haldimand Cove. As a place of defence it stands next to Quebec and Halifax. A regular fort is constructed at Messessaga Point, and all other points are secured by batteries. The works at Navy Point have a dock for ship building on a large scale; but the principal fortress is at Point Henry, which commands the town and harbor. Garden Island is near the city, and communication with it is effected by ferry boat, 4 times a day. Snake Island is situated near the outlet, into the open lake. Fort Henry has been transferred to the Canadian authorities, since the Imperial Government retired the troops from the country, and is now occupied by volunteers. On the other side of the island is Cape Vincent, in the State of New York. Steamers constantly ply between the city and this place, connecting with the Rome and Watertown Railway. Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. The Grand Trunk Railway Co. have a branch line from the station to the city, used altogether for freight, however. There is direct water communication between Kingston and Ottawa by the Rideau Canal, and with Montreal, Toronto, Rochester, Hamilton and Niagara Falls; also with Belleville and other ports on the Bay of Quinté. Adjacent to the city to the W.,

is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are situate. The exports of Kingston in 1870 were \$1,527,519; imports, \$5,441,554;—exports in 1871, \$1,435,404; imports, \$7,923,378.

Kingston is somewhat irregularly laid out, and stands on solid limestone foundations, which furnish good building material, but which is, however, apt to crack, being too hard. The appearance of the city, at first sight, coming from the station, is not prepossessing; but the public edifices and many of the new stores and private buildings soon dispel the bad impression, and reconcile one with the "loyalists' " old style of architecture, so knotty and compressed-like. Princess and King are the 2 principal business sts.

A visit to the Penitentiary is *de rigueur*, and strongly recommended; the entrance fee is 20 cts. This institution, about two m. W from the City Hall, comprises several splendid cut-stone buildings encircled by a high stone wall, with turrets in different parts; it stands near the bay, where good wharves have been erected by the convicts. There is a large farm of 100 acres adjoining the establishment with quarries, which are constantly worked by 3 gangs of 15 convicts each. The interior of the Penitentiary is on a fine model, substantial and elegant; the workshops, kitchens, dining halls, sleeping cells, hospital departments, are kept exceedingly clean and tidy, and the whole system and method of discipline adopted and carried on seems to convey on the part of the Government, an earnest and noble desire to cure the diseased minds under its charge. No undue severity is exercised; chains and cold showers are not resorted to; good food is furnished in sufficient quantity, and the convicts working in the cabinet, carpenter, stone cutting, cooper, locksmith, blacksmith, painting and tailor shops comply readily with the regulations, exhibit much dexterity and good will, and the guards over them enact more the part of foremen than anything else. The number of inmates has been decreasing since the American war, keeping pace with the material prosperity of the country, and instead of 700 as it was, there are now but 533 men and 33 females. The income derived from the work performed under contract or otherwise by the convicts amounts annually to \$90,000; expenses \$104,000. It fell to the lot of the author to be guided through the grand Reformatory Institution by one of the Inspectors, Mr. F. X. Prieure, whom the convicts seemed to greet with much satisfaction.

Rockwood Lunatic Asylum, but a short distance from the Penitentiary, is a stately building, and contains 340 inmates, 20 of whom are criminal lunatics. It is as well as the other a Government institution, and the Province of Ontario has to pay the Federal Government for those it sends there.

Kingston was incorporated as a town in 1838, and as a city in 1846. The population is 13,000; revenue \$80,000; real estate \$4,416,610; personal estate \$813,137;—total \$5,229,747; there is no harbor revenue. The city is divided into 7 wards. The municipal officers' salaries are: the Mayor \$800; City Clerk, \$1,400; Chamberlain, \$1,400; Solicitor, \$650; Police Magistrate, \$1,200, and fees; Engineer, \$700; Tax Collector, 1½%; Clerk of Market and Harbor Master, \$500; 4 Assessors at \$160 each; Chief of Police \$500. The Police force is composed of 12 men all told. The gas works and water works are owned by 2 private Cos. A Board of Trade was organized in 1850; it has 100 members, and meets quarterly in the City Hall. Col. S. B. Hance is the U.S. resident Consul. The city has a large wooden drill-shed, 2 hand fire engines, &c., and has lately purchased a frost proof steam fire engine, "Merryweather's" double cylinder, at a cost of \$4,400. There are 2 dailies: *Daily British Whig* (ref.), the oldest: daily paper in the Province; the *Daily News* (cons). The churches are elegant stone edifices, and are: Episcopal, St. George's Cathedral, King street; St. Paul's, Queen street; St. James, Union street; All Saints, cor. Division and York streets; Presbyterian, St. Andrews, Princess, cor. of Clergy street; Brock street Presbyterian church, and Chalmers Canada Presbyterian, Earl street; Congregational, Wellington, cor. Johnson street; Baptist, Johnson st.; W. Methodist, Sydenham st.; Epis. Methodist, Johnson st.; Prim.

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Methodist, Brock st.; Roman Catholic Cathedral of the Immaculate Conception, Johnson st.; Catholic Apostolic, Queen st. The educational institutions comprise the Queen's University and College at W. end, incorporated 1841, with 2 faculties of theology and arts. It is under the control of the Church of Scotland in Canada. The Royal College of Physicians, having 11 professors, within the city, is affiliated with it. The University employs 7 professors; expenses \$12,000. This institution is surrounded by six acres of ground. The cost of the whole has been \$40,000. The Collegiate Institute, estab. 1792 as a grammar school, is a very neat building, near the University; it employs 4 teachers, salaries \$4,000. There are besides 8 public schools, employing 26 teachers; salaries \$6,200. The Roman Catholic educational establishments, &c., comprise the Christian Brothers' school, Clergy st., 300 pupils; and a ladies' academy, under the ladies of the Congregation of Our Lady (de Notre Dame), Bagot st., 10 teachers, 80 pupils; Middle school, 70; in free school, 234 pupils. A large handsome college for boys, of same denomination, has been closed for 2 years, on account of some internal clerical misunderstanding, it is said. The House of Providence, Montreal st., by Sisters of Charity, receives the aged, infirm and orphans. The Hotel-Dieu, by Sisters of St. Joseph, capacity 30 patients, is on Brock st. The Kingston Hospital is a large and fine edifice on Stuart st.; Orphans' Home, Gordon st.; House of Industry, Earl st. The banks are: Bank of Montreal, Bank of British North America, and Merchants' Bank of Canada.

The manufactories of Kingston are numerous and extensive establishments. The Canadian Engine and Machinery Co. employs over 200 men.; Victoria Stove Works, Chown & Cunningham, 50 hands.; Kingston Foundry, estab. 1836, Davidson & Doran, 70 hands.; patent farm and yard gates, Saladee, Anglin & Co.; piano, melodeon and organ factory: Weber & Co.; Rappee & Co., melodeons; J. Reyner, organs.; Marine Railway Shipyard, estab. 1839, 50 men.; Calvin & Breck, shipbuilders, employ about 400 men., The Provincial Hardware Manufacturing Co. employs convict labor to a large extent. Furniture factory of S. T. Drennan, employs 65 convicts. Others of same description are those of H. Brame, B. Holder, A. Main, J. Reid. Carriage making: there are 6 or 7 good factories in this branch. Broom and brush manufacturing, is B. Bailly & Co's. The Atlantic Ship Pump Factory, estab. 1862, J. Brokenshire's; Rope manft., E. Law; boiler works, L. W. Jeffer's, and D. McEwan & Son's. Breweries: there are 4 breweries, giving employment to about 100 hands. Coffee and spice mills, Robertson Bros., and J. A. Karch's; Soap factories: Robertson Bros', Jas. F. Phippen's, Cullen Co's., R. Hendry's, J. Rourke's.

Kingston has 5 large floating elevators which do a great deal of transhipment of grain. It contemplates making a railroad from here to Pembroke, on the Ottawa river, 148½ m. in length, running N. and S. The City Council of Kingston have granted a bonus of \$300,000 in aid of the enterprise; county of Frontenac \$150,000; county of Renfrew \$100,000; town of Pembroke \$50,000; Ontario Government \$400,000. The total cost, including rolling stock, &c., complete, will be about \$3,500,000. The country through which the road will pass is a rich lumbering and mineral district; pine, plumbago, iron ore and phosphate of lime occurring in great quantities. General office of the projected R.R. at Kingston. C. F. Gildersleeve, President.

MASONIC: St. Johns, 3, 1st Thurs.; Cataraqui, 92, 2nd Wed.; Minden, 253, 1st Mon.; Ancient Frontenac, Ch. 1, 3rd Tues. Feb., May, August, Nov.; Hugh de Payen's Encampment, 2nd Mon. Jany, April, July, Oct.; Roman Constantine Encampment, same time; meet Masonic Hall, King st.—I.O.O.F.: Kingston, 59, Mon.—I.O.G.T., Grand Trunk, 444, Wed.—Orange Lodges: 358, 2nd Mon.; 1232, 3rd Mon.

SOME OF THE PROMINENT MEN.—S. T. Drennan, M. Flanagan, Wm. Allan, C. F. Gildersleeve, Geo. M. Kinghorne, H. Cunningham, J. G. McDonald, W. Ireland, J. Agnew, M. W. Strange, A. Kirkpatrick, Wm. Ferguson, Judge J. J. Burrows, Sir John A. Macdonald (the Premier and eminent and successful states-

man), Hon. Alex. Campbell, Hon. J. Hamilton, Geo. A. Kirkpatrick, M.P., Jas. O'Reilly, M.P., R. J. Cartwright, M.P., Wm. Robinson, M.P.P., D. D. Calvin, M.P.P., Roman Catholic Bishop, E. J. Horan, Rev. Dean J. Lister, Rev. H. Wilson, Rev. J. A. Mulock, Rev. F. Kirkpatrick, Rev. G. Sanderson, Rev. W. W. Carson, Dr. M. Lavelle, Dr. H. Yates, Dr. O. S. Strange, Dr. J. Stewart, Dr. O. Yates, Dr. M. Sullivan, Dr. D. McLean, Dr. J. Jarvis, J. Penfold, R. M. Moore, B. M. Britton, J. A. Henderson, R. T. Walkem, J. P. Gildersleeve, J. McLatyre, C. B. Price, J. Carruthers, J. McNee, R. Waddell, A. Ross, S. Muckleston, J. Fraser, G. M. Wilkinson, W. R. McKae, A. Livingston, I. Power.

BALLANTYNE'S, 170½ m. from Toronto, 162½ m. from Montreal, is a small village in the township of Pittsburg, county of Frontenac. Population about 150.

GANANOQUE, 178 m. from Toronto, 155 m. from Montreal, 2¼ m. S. from the station, is a port of entry and a large flourishing incorporated village on the Gananoque river, at its confluence with the St. Lawrence, township and county of Leeds. The former stream is dammed at two places, affording an almost unlimited water power, which has been so much utilized that the village is now one of the most important manufacturing places in the country. It was founded by the late Colonel Joel Stone, in 1798. Population about 2,000. Being opposite the most beautiful part of the Lake of the Thousand Islands, it is a favorite resort of tourists and pleasure seekers. The Royal Mail Line steamers and others call here regularly. The Grand Trunk are laying a track from the station to the wharves, which extension will be of great service to the Co. and to the manufacturers. About 7 m. back from Gananoque, on the river, is to be found a bed of white and variegated colored marble, and iron and lead are said to exist in the rear of the township. The harbor is finely fitted up with wharves, from which are to be seen several fine islands in front of the bay. Hay and Grindstone islands, about 1 mile distant, produce fine hay and wheat. The village possesses a large Central school, 5 churches: Episcopal, Roman Catholic, Epis. Methodist, W. Methodist, and Canada Presbyterian; the Royal Canadian Bank, a weekly, the *Reporter* (ref.), Fri., a large drill shed and brickyard. The U.S. Consular Agent here is Mr. E. E. Abbott. The soil in vicinity is clay and loam, and produces large general crops. Apples and other fruits are much cultivated. The exports from this port in 1870 amounted to \$64,279; imports, \$28,403;—exports in 1871, \$65,015; imports, \$56,447. The principal manufactories are: 2 flour and grist mills, Wm. Brough, Peter O'Brien; saw mill, W. Fairman; do., Mr. Beaumont; malleable iron works, J. Legge; silver platers and snath factory, S. Skinner & Co.; shovel, spade, grain scoop, &c., factory, D. F. Jones & Co.; agricultural implement factory, R. P. Colton; spoke factory, Lourie & McNaughton; ferruled handle, spindle, &c., factory, O. V. Gonlette; clothes wringer factory, Hayward & Abbott; nail works, Cowan & Britton; harness trimming factory, M. Merrick; cabinet factory, W. McKenzie; do., W. Edwards; carriage factory, W. Storey; tannery, G. Auchinvole; machine works, E. E. Abbott; carriage, axle and wagon skein factory, Byers & Matthew; carriage, car and locomotive spring factory, Byers & Penn; pattern and cabinet factory, W. Edwards; shovel and fork handle factory, A. W. Hall; do., D. F. Jones & Co.; carriage and mattress filling factory, G. Mitchell; file factory, F. Ostler; copper rivet, &c., factory, Parmenter & Bulloch; door and blind factory, R. Wright; steam saw mill, J. Toland; grist mill, P. O'Brien.—**MASONIC**: Leeds, 201, Tues. on or b.—I. O. G. T., Dominion, 237, Thurs.; Excelsior, 378, Fri.

SOME OF THE PROMINENT MEN.—P. O'Brien, Geo. Taylor, D. F. Jones, W. Byers, C. Stunden, F. Britton, J. Turner, W. N. Rogers, Rev. J. Carroll, Dr. W. Potter, Dr. E. L. Atkinson, Dr. Merrick, R. Taylor, J. W. Parmenter, D. F. Britton.

LANSDOWNE, 168 $\frac{1}{4}$ m. from Toronto, 146 $\frac{1}{4}$ m. from Montreal, is a small village in the township of same name, county of Leeds. Population about 200.

MALLORYTOWN, 195 $\frac{1}{4}$ m. from Toronto, 137 $\frac{1}{4}$ m. from Montreal, is a thriving village in the township of Yonge, county of Leeds. Population about 300.

LYN, 203 $\frac{1}{2}$ m. from Toronto, 129 $\frac{1}{2}$ m. from Montreal, 1 m. N. from the station, is a prosperous village in the township of Elizabethtown, county of Leeds. It possesses good water power, does a large trade in lumber and grain, and contains a cloth manufactory, a tannery, a last factory, a vulcanized rubber comb works, carriage, hub and spoke, and cheese factories. Population about 750.

BROCKVILLE, 207 $\frac{1}{4}$ m. from Toronto, 125 $\frac{1}{4}$ m. from Montreal. The Grand Trunk and the Brockville and Ottawa R.R. have here a Union passenger station. — Brockville is a flourishing manufacturing town and port of entry on the banks of the River St. Lawrence, at the foot of the Lake of Thousand Islands, township of Elizabethtown, county of Leeds; it is the county town. The streets for the most part are laid out at right angles, and kept in good order. The public buildings have a remarkably fine and substantial appearance, in keeping with the commercial and financial status of the town. The foundations of Brockville are stony, and the ground or ridges rise gradually from the river, where fine wharves are erected. Those of the Brockville and Ottawa Railway Co. are at the foot of a square on which stands the Victoria Hall, a very handsome two story stone structure, with market in the rear, and under which passes the B. & O. Railway's Tunnel, 1,000 feet in length, cut through hard rock. There are several small islands in front of the port, and across the river, about 2 $\frac{1}{2}$ miles wide at this point, is the village of Morristown, in the State of New York. A ferry boat plies between the two places every half hour; fare 12 $\frac{1}{2}$ cents. Vessels of large tonnage can come to the wharves, the river here being 25 feet deep. Brockville is a port very conveniently situated for business, being surrounded by a rich agricultural country and directly connected with the capital, Ottawa, by rail. It has the sale of large quantities of produce, butter and cheese, of finest quality, to a great amount, and ships annually to the U. S. 45 millions feet of pine lumber; phosphate of lime in abundance, and over 6,000 tons of red hematite iron ore, the latter taken from the mines, 12 miles from Perth, on the B. & O. Railway. This road and the Grand Trunk are of the same gauge, and both have extensive workshops at this station. The exports from Brockville in 1870 were \$701,918; imports, \$322,576; — exports in 1871, \$644,153; imports, \$493,303. There are here 2 small steam pleasure yachts, of six horse power each, "Ida" and "Eva," which are used for excursions. All the steamers plying between Montreal, Kingston, Toronto and Hamilton stop here, and one of the Northern Transportation Co.'s propellers leaves daily for Chicago and intermediate ports. Mr. W. A. Schofield is U. S. Consular Agent. Brockville was laid out in 1802, and incorporated 1832. The area is 650 acres; population, 5,500; revenue, \$18,954; assessment, 11 mills on the \$; real and personal estate, \$1,341,150. The town contains 1 steam and 3 hand fire engines, all first class, Gas Works, owned by a private Co., 2 weeklies, the *Recorder*, established 1820 (ref.), Thurs., and the *Monitor* (cons.), Fri.; 7 churches: Episcopal, Roman Catholic, Old Kirk, Canada Presbyterian, Baptist, W. Methodist and Epis. Methodist. A large Central school with High and public departments, and 2 juvenile ward schools, employ 12 teachers; salaries \$4,440; a R. C. separate school employs 2 teachers; salaries \$800. The only bank here at present is the Bank of Montreal. The best business lots, 25 x 150 ft., are worth from \$1,200 to \$2,000; farms in neighborhood, \$80 per acre. The soil outside of the town limits is sandy loam with clay subsoil; the chief productions are wheat, oats, barley, pease and buckwheat; this is also a great dairy country. There are several good quarries

within limits, and an extensive brickyard. The manufactories are many, generally on a large scale ; they are : a foundry called Novelty Works, 170 hands, James Smart ; other foundry, 50 hands, Smart & Shepherd ; snath, hains, &c., factory, W. McCulloch & Son ; hames and saddle trees factory, Amos Odell ; Brockville Car Works, Ths. Smart, Jr., manager ; agricultural implement factory, G. M. Cossett & Bro. ; flouring mill, R. Garrey ; door and sash factory, Tilley & Briggs ; planing mill, John Gordon ; confectionery and ginger beer factory, Starr, Gill & Co. ; carriage factory, Leggett Bros. ; buck and kid mitt and glove factory, Jas. Hall ; Chemical Works Co., Alex. Cowan, manager ; candle factory, H. Free-land ; carding and fulling mill. Mr. Morrison ; and a nitro-glycerine works, carried on by Volney, Burns & Co., is established outside of town limits.

MASONIC : Sussex, 5, Wed. on or b.—I. O. O. F., Brock, 9, Tues. ; Brock Encampment, 2nd and 4th Fri.—Sons of Temperance, 1, Thurs.—Y. M. C. A., Tues.—Orange Lodge, 1, 1st Tues.

SOME OF THE PROMINENT MEN.—J. D. Buell, M. P., G. S. McLean, T. Price, A. B. Dana, A. Stagg, C. F. Fraser, D. Wylie, J. McMullen, E. H. Burniston, W. H. Jones, W. Fitzsimmons, M. P. P., Hon. A. N. Richards, M. P., Judge R. F. Steele, J. L. Schofield, F. G. Dickinson, J. Jessup, G. Howieson, H. Abbott, Rev. F. R. Taine, Rev. J. O'Brien (R. C.), Rev. J. A. Williams, Rev. D. Mulhern, Rev. J. A. Traver, Dr. I. H. Morden, Dr. T. Sparham, Dr. H. E. Vaux, Dr. E. B. Sparham, Dr. V. B. Moore, W. S. Senkler, W. Sherwood, S. H. McDonald, H. C. Jones, S. Reynolds, Jr., G. Easton, Jos. Deacon, R. Fitzsimmons, W. Gilmour, Geo. Hutcheson, H. Shepherd, Geo. Reid, R. A. Field, C. Fletcher, A. W. Landon, N. Marshall, J. Blythe, J. Crawford.

FAIRFIELD, $5\frac{1}{2}$ m. from Brockville, 84 m. from Renfrew, is a flag station.

CLARK'S, 7 m. from Brockville, $82\frac{1}{2}$ m. from Renfrew, is a flag station.

BELLAMY'S, 10 m. from Brockville, $79\frac{1}{2}$ m. from Renfrew, is a station of small importance.

JELLY'S, 12 m. from Brockville, $77\frac{1}{2}$ m. from Renfrew, is a flag station.

BELL'S, $13\frac{1}{2}$ m. from Brockville, 76 m. from Renfrew, is a flag station.

WOLFORD, 16 m. from Brockville, $73\frac{1}{2}$ m. from Renfrew, is a flag station.

IRISH CREEK, 21 m. from Brockville, $68\frac{1}{2}$ m. from Renfrew, is a village in the township of Wolford, county of Grenville. It contains a shingle factory. Population about 150.

STORY'S, 25 m. from Brockville, $64\frac{1}{2}$ m. from Renfrew, is a flag station.

SMITH'S FALLS, 28 m. from Brockville, $61\frac{1}{2}$ m. from Renfrew, is a fine progressing manufacturing village on the Rideau Canal (which leads from Ottawa to Kingston), township of Elmsley, county of Lanark. It is the Junction Station of the Brockville & Ottawa Railway branch extending from here to Perth. Smith's Falls was incorporated in 1854. The population is 1,800 ; revenue, \$4,000 ; assessment, 12 mills on the \$; real and personal estate, \$400,000. The whole aspect of the village is neat, the streets and buildings indicate prosperity, and a good amount of water power from the canal serves to drive several mills and factories. There is a large and handsome stone Town Hall and Central school ; the latter cost \$9,000, and employs 6 teachers ; salaries \$2,295 ; a large drill shed, a hand fire engine, and six churches : Episcopal, Roman Catholic, Old Kirk, Canada Presbyterian, W. Methodist and Baptist. Ordinary business lots on main street, 60×120 feet, are valued at \$1,500 ; farms around from \$40 to \$50 per acre. The soil is sandy loam in some parts and clay in others ; general grain and some hops are the main productions. Within village limits are several quarries which furnish

fine freestone, of which many of the houses are built.—Manufactories: a foundry and agricultural implement works, 90 hands, Frost & Wood; another, 60 hands, G. M. Cossett & Bro.; stove, rake factory, 25 hands, W. Williamson; door, sash and blind factory, 15 hands, R. Locke; grist, saw, oatmeal and carding mills, W. Ward & Bro.; saw mill, H. & J. Gould; grist mill, J. Atkinson; hub factory, Scott & Graham; shingle factory, M. Currie; cabinet factories, W. H. Jarvis, R. Bartlett, R. W. Bartlett.—MASONIC: St. Francis, 24, Fri. on or b.—I.O.G.T., Mount Albion, 60, Thurs.; Revival, 563, Tues.; Montague Fountain, 568, Thurs.; Mount Royal, 589, Wed.—Orange Lodge, 88, 1st Mon.

SOME OF THE PROMINENT MEN.—H. Gould, R. Harper, C. Frost, E. B. Read, Rev. G. W. White, Rev. S. Milne, Rev. J. Crombie, Rev. M. Clune (R. C.), Dr. J. Atcheson, Dr. A. Horsey, Dr. J. W. Anderson, Dr. J. A. Chambers, A. Clark, J. McGillivray, jr., J. Shaw, jr., D. Ferguson, W. Gilroy, C. Morgan, J. Washburn, O. Cars, R. S. Davison, R. D. Davison.

PIKE FALLS, 6 m. from Smith's Falls, 6 m. from Perth, is a flag station.

PERTH, 12 m. from Smith's Falls (the W. terminus of the Branch Line of the Brockville & Ottawa R.R.), is the chief town of the county of Lanark and Renfrew, situated on the River Tay, township of Drummond. This township was founded by Government in 1815 and 1816, for the benefit of retired military officers and soldiers. Perth is surrounded by a good agricultural country, which contains large beds of iron ore, mica, plumbago and phosphate of lime; the latter is found 12 m. S. from the town, and is worked by several companies. The iron mines are located at the village of Playfair, 12 m. N. W. The public buildings and others are either of freestone, sandstone or limestone, both of which are found in quantity in the neighborhood, and several of the bridges are made of same material. The town has a good business reputation; is the trading centre for a large section of country. The central portion is built on an island, and that feature lends a peculiar charm to its general aspect. Perth is divided into three wards; it was incorporated in 1851; the area is 1,000 acres; population, 3,000; revenue, \$10,000; assessment, 10 mills on the \$; real estate, \$556,000; personal, \$146,000. It contains two fire engines, a large drill shed, the Bank of Montreal, Merchants' Bank of Canada, 2 weeklies: *Courier* (ref.), Fri., and *Expositor* (cons.), Thurs.; 6 churches: Episcopal, Roman Catholic, Old Kirk, Canada Presbyterian, Baptist and W. Methodist; a Central school, employs 7 teachers; salaries \$2,800, and a R.C. separate school with 2 teachers; salaries \$600. Best business lots, 25 x 100 feet, are valued at \$4,000; farms from \$40 to \$50 per acre. There are several quarries of sand, free and lime stones in vicinity and a brickyard. The manufactures are: Sewing machine factory (Venus), 50 hands, J. M. Millar & Co.; woollen factory, 20 hands, D. Holliday; grist and saw mills, J. J. Haggart; Canada Bolt Co., R. Millar, manager; machine shop, Hogg & Pink; door and sash factory, A. N. D. Kippen; waggon factory, T. Hicks; shingle mill, McPherson & McPhail; three tanneries: D. Holliday, P. Kilpatrick, J. & G. Templeton.—MASONIC: True Britons, 14, 1st Mon.

SOME OF THE PROMINENT MEN.—J. G. Haggart, M. P., T. Brooke, H. D. Shaw, J. T. Henderson, R. Douglas, Geo. Kerr, Judge J. G. Malloch, J. Thompson, E. G. Malloch, W. W. Berford, C. Rice, J. Bell, H. Moorhouse, A. Campbell, Rev. R. L. Stephenson, Rev. J. Chisholm (R. C.), Rev. W. Bain, Rev. W. Burns, Rev. T. Brock, Dr. R. Howden, Dr. W. Grant, Dr. J. K. Kellock, Dr. H. Rugg, J. Gray, E. D. Elliott, W. W. Burford, T. Hall, G. A. Consitt, J. W. Douglas, A. Meighan, J. Allan, R. Matheson, R. Sibbitt, Geo. Develin, C. H. Gamsby.

WELSH'S, 30 m. from Brockville, 59½ m. from Renfrew Point, is a flag station.

FOSTER'S, $35\frac{1}{2}$ m. from Brockville, $54\frac{1}{2}$ m. from Renfrew Point, is a flag station.

FRANKTOWN, 37 m. from Brockville, $52\frac{1}{2}$ m. from Renfrew, is a village in the township of Beckwith, county of Lanark. Population about 100.

BECKWITH, 41 m. from Brockville, $48\frac{1}{2}$ m. from Renfrew, is a flag station.

CARLETON PLACE, 46 m. from Brockville, $43\frac{1}{2}$ m. from Renfrew, is a flourishing village on the Mississippi River, township of Beckwith, county of Lanark. This village was founded by the late Mr. Murphy. There is here good water power; a steamer plies between this place and Ennisville, up the river. It is a Junction Station, at half a mile to the N. of the Canada Central Railway, which leads to Ottawa, the capital, and contains a weekly, the *Herald*, and five churches: Episcopal, Old Kirk, Canada Presbyterian, W. Methodist and Baptist. There are 2 woollen factories, one of 60 hands, Arch. McArthur; another of 15 hands, Allan McDonald; two saw mills, Gilles & McLaren, and that of Boyd & Caldwell; a grist mill, a tannery, and 2 planing, door and sash factories. Much retail business is done with the adjoining country, and the village is growing very fast in wealth and importance. The soil around is principally loam, and produces good general crops. Population about 1,500.

APPLETON, $2\frac{1}{2}$ m. from Carleton Place, 25 m. from Ottawa, is a flag station.

ASHTON, 5 m. from Carleton Place, $23\frac{1}{2}$ m. from Ottawa, is a flag station.

STITTSVILLE, $13\frac{3}{4}$ m. from Carleton Place, $14\frac{3}{4}$ m. from Ottawa, is a small village, within a mile of the station, in the township of Goulbourn, county of Carleton. Population about 100.

BELL'S CORNERS, $19\frac{3}{4}$ m. from Carleton Place, $8\frac{3}{4}$ m. from Ottawa, is a small village in the township of Nepean, county of Carleton. The soil in this section is fair and under good cultivation. Population about 100.

BRITANNIA MILLS, $22\frac{1}{2}$ m. from Carleton Place, 6 m. from Ottawa, is a flag station.

ALMONTE, 52 m. from Brockville, $37\frac{1}{2}$ m. from Renfrew, is a large and flourishing village, very pleasantly situated on the Mississippi River, which has several curves at this point and forms an island at the N. end of the village. The site is boldly romantic, diversified with table land and deep gorges. It is situated in the township of Ramsay, county of Lanark, and possesses an almost unlimited water power. Some of the largest and the finest manufactories, woollen especially, are located here. The surrounding country is exceedingly fertile and aids materially the prosperity of the place. The village was incorporated in 1871; the area is 650 acres; population, 2,500; revenue, \$5,000; real and personal estate, \$222,540. It contains a fire engine, a weekly: *Gazette* (ret.), Fri.; 5 churches: Episcopal, Roman Catholic, Baptist, Old Kirk, Canada Presbyterian and Methodist; a large stone Central school with five teachers; salaries \$1,700; the Merchants' Bank of Canada, and the following manufactories: Rosamond Woollen Manufacturing Co., 300 hands, Bennett Rosamond, Pres. and Manager; another, 100 hands, Elliott, Routh & Sheard; another, 50 hands, J. & A. Hunter; another, 40 hands, Wm. & John Baird; another, 40 hands, W. H. Wylie; another, 12 hands, Riely & Co.; foundry and machine shop, 30 hands, Flett, Miller & Scott; planing, door factory, 12 hands, Barnett & Donohue; cabinet factory, 10 hands, J. McGuire; saw mill, A. Laing; another, Young & Co.; flour and grist mill, 3 run of stones, J. C. Stevens; another, Alex. McLean; carriage factory, 10 hands, D. Ackland; another, A. Smith. The best business lots, 40 x 100 ft., bring from

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\$1,500 to \$2,000; farms in vicinity about \$30 per acre. The soil is clay and sandy loam and highly fertile. Building stone of a fine quality is obtained within limits; there are 2 brickyards.—**MASONIC**: Mississippi, 147, Fri. on or b.

SOME OF THE PROMINENT MEN.—Dr. W. Mostyn, Ths. Coulter, P. McArthur, Rev. J. K. McMorine, Rev. W. Atkinson, Rev. W. Manning, Rev. W. McKenzie, D. Galbraith, M. P., Dr. J. Paterson, Dr. A. Noxon, Dr. Ailan, F. A. W. Lister, Jos. Jamieson, J. A. Gemmill, J. Smith, J. G. Hayes, J. Wylie, Geo. Patterson, G. Tomlinson, J. S. Patterson.

SNEDDEN'S, 55½ m. from Brockville, 34 m. from Renfrew, is a flag station.

PAKENHAM, 61 m. from Brockville, 28½ m. from Renfrew, is a flourishing village on the Mississippi River, township of Pakenham, county of Lanark. It was founded by Andrew Dickson, and being in the centre of a fine agricultural country, and having extensive water power, possesses a large trade in flour, lumber and produce. About 15,000 pieces of timber pass through here annually for the Quebec market; much lumber is also shipped from here to the U.S., and the following mills and factories are within the village: woollen factory, 30 hands, Hilliard, Dickson & Lorimer; the same own also a shingle mill, a planing mill, and a saw mill; grist mill, 3 run of stones, John Stevens. Population about 600.—**I.O.G.T.**, Balsam Grove, 57, Wed.; Hutton, 153, Mon.

ARNPRIOR, 69 m. from Brockville, 20½ m. from Renfrew, is a large and prosperous incorporated village on the Madawaska River, near its confluence with the Ottawa, township of McNab, county of Renfrew. Arnprior was laid out in 1854, by late Daniel McLaughlin, the first house being erected the following year. Now, both in trade and population, it rivals any village in the Province; and as the agencies are still at work which have contributed most materially to its prosperity, the brightest hopes may be entertained of its future. The Madawaska affords excellent water power here, and 40,000 pieces of timber pass annually through this village for Quebec. A weekly, *Canadian Times*, is published here. The steamers plying between Ottawa and the head of navigation call daily at this place. There are in the vicinity valuable quarries of dark and light colored marble, much of which has been used in richly ornamenting the Parliament Buildings at Ottawa. McLaughlin Bros. have here 3 large saw mills, a grist mill and machine shop; woollen factory, T. Stewart; stave, barrel, &c., factory, Carss & Co.; foundry and machine shop, J. Horison; axe factory, T. Toy; sash, door, &c., factory, Stafford & Doherty. Population about 1,200.—**MASONIC**: Madawaska, 196, Thurs. on or b.

BRAESIDE, 72 m. from Brockville, 17½ m. from Renfrew, is a flag station.

SAND POINT, 74½ m. from Brockville, 15 m. from Renfrew, is a rising village on the Ottawa River, township of McNab, county of Renfrew. During the close of navigation, all supplies for the upper and interior parts of the county, and for the upper lumbering region, had until within a year or so to be drawn from here by horses. The place presented then a rare scene of bustling activity. The steamers of the Union Forwarding and Railway Co. call here daily during the summer. Population about 250.

RENFREW, 89½ m. from Brockville, (the present terminus of the Brockville and Ottawa Railway) is a flourishing incorporated village on the river Bonnechère, 9 m. from its confluence with the Ottawa river, township of Horton, county of Renfrew. The Bonnechère at this place falls about 100 ft. over a bed of white limestone. As the water rushes madly between the steep and rocky banks, a scene is presented to the spectator truly beautiful, and not easily forgotten. The water power afforded by the falls is immense. It is as yet only

partially utilized. Renfrew is on the Opeongo road. The manufacturing resources are abundant, and it only wants capital to make this one of the best manufacturing places in the country. It is surrounded by a rich agricultural belt, and possesses a large trade. It is distant from Pembroke, the county town, 40 m., and from Bonnechère Point, a landing of the Ottawa river steamers, 9 m. The extension of the Canada Central from here to Pembroke is going on, and will soon be completed. Population about 850.—MASONIC : Renfrew, 122, Tues. nearest.

MAITLAND, 212 $\frac{3}{4}$ m. from Toronto, 120 $\frac{1}{4}$ m. from Montréal, is a small village, about 1 m. S. from the station, on the River St. Lawrence. There is here a large unoccupied distillery which attracts attention by its size, and a foundry and saw mill owned by Chs. Lemon. Population about 206.—MASONIC : St. James, 74, Mon. nearest.

PRESCOTT AND JUNCTION, 112 m. from Montréal, 221 m. from Toronto. The Junction is a small place which is however much frequented at all hours of the day and night by travellers coming over the Grand Trunk and the St. Lawrence and Ottawa Railways, who find in the restaurant dining-room of the station well prepared meals at all times. Population about 50.—The town of Prescott lies about $\frac{3}{4}$ of a mile from this place to the S., on the River St. Lawrence, and is reached by rail or private conveyances. It is near the Thousand Islands, township of Argusta, south riding of the county of Grenville. It is a port of entry and the largest town of the county. During the American War Fort Wellington, on the E. side of the town, was erected, and a short distance down the river are the ruins of an old windmill, famous as a spot where a severe battle was fought during the Canadian rebellion between the "Patriots" and the British forces in the fall of 1838. The commanding officer of the Patriots at that engagement was a Pole named Van Schoultz, who was executed with nine others at Kingston shortly after.—The Grand Trunk cars by a third rail are enabled to run down to the town. All the steamers plying between Montréal, Kingston and Hamilton, stop here daily. This town, being the S. terminus of the St. Lawrence and Ottawa Railway, which is fast increasing in importance, receives and ships large quantities of lumber and produce. It contains at the E. end the extensive workshops and stations of the above-mentioned road, which lie close to the river side. The different wharves are large, commodious and kept in good order. The exports from Prescott in 1870 were \$746,215 ; imports \$394,076 ;—exports in 1871 \$701,414 ; imports \$226,956. The town is principally built of stone, which several quarries within limits furnish, and of good quality. Prescott was incorporated in 1834 ; the area is one m. square ; population about 3,000 ; revenue \$12,000 ; assessment 15 mills on the \$; real and personal estate \$554,370. It possesses a fire engine, 2 weeklies, *Telegraph* (ref.), Wed. ; *Tribune* (cons.), Fri. ; 4 churches : Episcopal, Roman Catholic, W. Methodist, Canada Presbyterian ; a large Central school, with six teachers, salaries \$2,300 ; and a separate school with 2 teachers, salaries \$700. The only bank here is the Merchants' Bank of Canada. Mr. C. S. Simms is U.S. Consul and Consular Agt. for Switzerland. The St. L. and O. Railway have a floating elevator at this port. The celebrated brewery and distillery owned and carried on respectively by R. P. Labatt and J. P. Wieser, are here located, and do an enormous business. There is also a shingle factory, owned by A. Fox, and a foundry, Jones & Dowsley.—The city of Ogdensburg, N. Y., lies on the opposite side of the river, 1 mile wide at this point, and the traffic between the two places is very extensive, requiring during the season of navigation the constant employment of two ferry steamers, one of which crosses every half hour for the general public, and the other, running in connection with the various railways, crosses freight cars of different lines. Ogdensburg has a population of about 12,000, a good proportion being French-Canadians. It is connected with New York and other points E. by the Rome, Watertown and Ogdensburg Railway, 2 direct trains a day. Agent, T. N.

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Passengers will find at the **RUSSELL HOUSE** (James A. Gouin, proprietor) all the comforts and luxuries desirable. It is the only first class house in the city, and occupies a fine position, nearly opposite the Parliament Buildings.

Ottawa became the Capital in 1858, but it was not until the fall of 1865 that the offices of Government were removed there and Parliament held its first sitting. The lumbering "By-town" of the Ottawa was a rustic beauty before that time; canalers, "shiners," and *voyageurs*, by their frantic sprees, quarrels and battles, had given her abroad a very bad reputation, which her natural charms were unable to dispel. The beautiful Magdalen, repentant, became irresistible, especially since our political men deigned to allow her to pour oil on their feet, which had become sore by their many wanderings. This city was primitively called Bytown from Colonel By, of the Royal Engineers, who was entrusted by the Imperial Government, 1827, with the construction of the Rideau canal, but the opening up of the Ottawa country is more particularly due to Mr. Philemon Wright, an American, born in Woburn, Massachusetts. Mr. Wright first came here in 1769, but settled down only in 1800. Ottawa was formally laid out, however, only in 1826. Situated in the township of Nepean and county of Carleton, at the junction of the Rideau canal with the Ottawa River, this city and port of entry is the great headquarters of the lumber trade of Canada. It owes its origin also to the construction of the Rideau canal—about 126 miles in length, which connects it with Kingston. This canal was projected mainly as a military work for the conveyance of troops and military stores through the interior of the country in case of war with the United States. The canal was commenced in 1827 and completed in 1831; the cost has been about \$2,500,000. The Ottawa is sometimes called the Grand River. The capital of Canada is picturesquely situated on the S. shore of the Ottawa River, a little below the beautiful falls of the Chaudière, and opposite the flourishing village of Hull, Province of Quebec, 87 miles from its confluence with the St. Lawrence, and at the mouth of the Rideau river. It stands on a high and bold eminence surrounding Canal Bay, and occupies both banks of the canal; the east part is called the lower town, and that to the west, from a superiority of local elevation, the upper town. The streets are wide and laid out with much regularity. Sussex and Sparks streets, running N. and S., and E. and W. are the two principal business streets, and on them are to be seen some costly and elegant stores, built of limestone, freestone or white bricks. The passenger and freight depôts of the two railways, St. Lawrence and Ottawa, and Canada Central, are located respectively at the N. E. and W. ends of the city, but a Union depôt is about being erected more conveniently in a rather central position in the S. quarter. A street railway, about 3 m. in length, was established a few years ago, from New Edinburgh to the fine suspension bridge at the foot of the Rideau falls. It passes the station of the St. Lawrence and Ottawa Railway, close to the wharves occupied by the Ottawa River Navigation Co., whose steamers run day and night on the line to Montreal. The Sappers bridge, over the Rideau canal, forms means of communication between the lower and upper towns. Another bridge just completed, crosses diagonally close by and unites Rideau with Wellington sts. On the W. side of the canal, close to these two fine bridges, are being erected by Government a large and splendid stone edifice, to be in common a Custom House, Post Office and City Inland Revenue Office, to cost \$75,000. In this central portion of the city, between Barrack and Major's hills, is situated the entrance to the massive locks (8 in number) of the Rideau canal, which joins the Rideau river close to. The lower town, the most densely peopled part of the city, containing about two-thirds of the whole population, to the N. of York st. is almost entirely occupied by French-Canadians. The fashionable quarter lies at the E. end. The Roman Catholic Cathedral, and the Bishop's Palace alongside, is on Sussex st. The cathedral (of stone) has two spires of light, open, Gothic work, 200 feet high, and accommodates a congregation of 2,000 souls. The Jail and Court House on Daly st. are two spacious and handsome stone structures. A new City Hall is contracted for and will soon be erected on the site of the old one; it will cost \$80,000. Adjacent to the N. E. of the city is the village of New Edinburgh, where large lumbering operations are carried on. It contains also Rideau Hall, the residence of the Governor-General, which is a handsome

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stone structure, with 35 acres of ornamental grounds, and beautiful avenues of shade trees. At this N. E. end of the city are two falls of some 40 feet each, over which the waters of the Rideau pour themselves with wild impetuosity into the bosom of the Ottawa.—There are several large commercial houses in lower town. Among them may be mentioned an offshoot of one of the large grocery firms of Montreal—Messrs. Dufresne & McGarity—the latter carrying on the business at this place. This wholesale grocery, wine and provision warehouse is on the E. side of the canal near the two bridges, and is 90 feet square, 3½ stories high, with Mansard roof. This enterprising firm, established here but 2 years ago, has done so large and prosperous a business, as to induce them to start a line of 5 barges, one of them a splendid steam barge, to forward their goods from Montreal and at the same time do freight work of others.

The number of stores, banks and churches which are being erected in almost every part, is considerable, and it is pleasing to see that elegance of design and the choice of materials are being used in their construction. New streets are being opened in several directions, and improvements of every kind are taking place in all things, as if the citizens were anxious to prove themselves deserving of the honor which has been conferred on them, in establishing their city as the capital, and furthermore, of fulfilling the noble obligations which cities, like individual men, are now, at this age of rapid progress, called upon to uphold prominently before all eyes and boldly and resolutely carry out. There is no doubt but that a powerful incentive exists in stone, brick and mortar, when arranged together in proper conditions, and exercises over all men a happy and progressive influence, and it might be advanced, in this case, that the citizens of Ottawa having constantly before their eyes the elegant and noble Parliament and Government structures, over which the country has constituted them as guardians, must have an effect over them in many ways, and develop their energies and faculties.

The Parliament Buildings stand on a high plateau of some 30 acres in area. The site of these buildings has been very happily selected in the most elevated part of the city ; they consist of the Parliament and two Departmental Buildings, forming three sides widely detached, of a large square facing the city, and from their position overlooking most of the houses. In the rear of the Parliament Buildings the rock descends almost perpendicularly to the river Ottawa, the view being truly magnificent. The broad river is in itself a beautiful object, but the vast extent or distant forest and hill completely absorbs all the attention. From this point the Chaudière Falls are distinctly seen, which by some are considered more romantic than those of Niagara ; beyond can be traced the island-dotted rapids of the Upper Ottawa. This river must always be interesting on account of its slides, booms, and distinctive race of lumbermen. The group of buildings form a most picturesque object from every approach to the city, and can be seen at a great distance. The style of the buildings is the Gothic of the 12th and 13th centuries, with modification to suit the climate of Canada. The ornamental work and the dressing round the windows are of Ohio sandstone. The plain surface is faced with a cream-colored sandstone of the Potsdam formation, obtained from Nepean, a few miles from Ottawa. The spandrels of the arches, and the spaces between the window-arches and the sills of the upper windows, are filled up with a quaint description of stone work, composed of stones of irregular size, shape and color, very neatly set together.

The Parliament central building, as you approach from Wellington st., presents a very imposing appearance. The central of the seven towers, which is very rich in design, projects from the front of the building, and is 180 feet high. The body of the building in the facade is 40 ft. high, above which rises the slanting roofs of slate, surmounted by lines of ornamental iron cresting. The building is 472 feet long ; and the depth from the front main tower to the rear of the library is 570 feet, covering an area of 82,886 superficial feet. The square in front is 700 feet from E. to W., and 600 feet from N. to S. The basement floor of this build-

ing is assumed to be 160 feet above the ordinary summer level of the river, while that of the E. and W. blocks is 135 and 142 feet respectively. The increased elevation, however, improves very much the general effect of the buildings. The main entrance is through the principal tower, the spacious arches of which admit of a carriage-way under them. Passing through it we enter a large hall, paved with tiles, and also surrounded with marble pillars. Ascending and moving toward the left we come to the Chamber of Commons. The front and side vestibules leading to it by many doorways are hung with large oil portraits of the Speakers of the two Houses, the only exception being the presence of that of Sir Edmund Head, formerly Governor-General. The room measures 82 by 45 feet, the ceiling being over 50 feet high, and formed of fine open work. The skylights above this intermediate ceiling, with the stained-glass windows at the sides, throw a plentiful soft light over the whole place. The room is surrounded by large piers of light greyish marble from Portage du Fort, surrounded just above the galleries by clusters of small pillars of dark marble, obtained from Arnprior, on the Upper Ottawa, the arches supported by these pillars being again of the light-colored marble. The galleries can accommodate about 1,000 persons. The gallery for the reporters of the press is above the Speaker's chair. The room now being used as a library is in the rear of this building. It contains about 30,000 vols., being daily added to, beside some fine paintings, busts, &c. The library proper, not quite completed, is situated in the rear, immediately facing the river, near the side of the hill. It is a polygon of 16 sides, 90 feet in diameter; outside of the main room is an aisle of one story high, which is formed of a series of small retiring rooms. A corridor connects the library with the main building; this corridor, which is at present used for the library, will be the picture gallery. —On the right, on the main entrance, is the Senate Chamber, alike in every particular to that of the Commons. It contains some very rich oil paintings. The floors of this building, as well as those of the Departmental buildings, are made of concrete. The basement is used for different purposes, and the second story contains with part of the first story the offices. The Departmental buildings face inwards to the square and resemble the central one. —The eastern block is 318 ft. in length, and 253 in depth, and the western block 211 by 277. The Governor-General's offices are in the former. The buildings are all heated by steam, and supplied with every modern convenience. The system for heating and ventilating is on the most approved principle. Under the central court of the Parliament Buildings is the boiler room, in which are six boilers, each 20 ft. long and 5 ft. in diameter, furnished with a steam drum, safety valve, &c., and a steam engine of sufficient power to work the pumps and throw 250 gals. of water per minute into tanks placed in the towers, from whence the water is supplied to all parts of the buildings.

In front the grounds are being planted with trees and ornamented in different ways. Around the face of the rock, fronting the river, on which the buildings stand, a curiously devised path has been made, with rustic seats, fountains, and every convenience for loungers. It was here that some time ago the late lamented John Fraser, better known as "Cousin Sandy," the Canadian poet and satirist, lost his life. Being a true lover of the beautiful, it is supposed in endeavoring to get a better view of the surrounding scenery that he lost his balance, rolling down the precipice into the water, where all that was mortal of him was subsequently found. —The architects for the Parliament Buildings were Messrs. Fuller & Jones; the contractor, Hon. Ths. McGreevy; Mr. Chs. Garth, of Montreal, successfully carried out the system for heating and ventilation. The cost of these buildings amounted to four million dollars. The corner stone was laid by the Prince of Wales, in Sept., 1860.

The scenery around Ottawa is picturesque, wild and of great beauty. At the upper or W. portion of the city the aspect is truly enchanting. The late poetic Surveyor-General Bouchette says of it : "the waters (of the Ottawa) are precipitated over a rock (some 40 feet high) in immense volumes over the verge,

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The sawmill firm of Bronson & Weston was established in 1853. They get out annually about 175,000 logs, producing between 30 and 40 million feet of lumber. The stock gangs have from 30 to 40 saws. A. H. Baldwin, E. B. Eddy, Perley & Pattee, Wright, Batson & Currier (steam mill) ; John Rochester & Co. (steam mills). James McLaren & Co. have their mills in this locality, whose average capacities approach those of the first. They have also in connection with their establishments, planing, shingle, lath mills, &c., which represent a large capital and do an immense amount of work. The workshops of different kinds attached to each, such as foundries, carpenter shops, blacksmith shops, &c., are also very extensive. The extent of ground which each occupies for the piling of lumber and other purposes covers a large area, and is very valuable property.

The match factory of E. B. Eddy, at the village of Hull, across, is the largest establishment of the kind in America, if not in the world. It manufactures 1,000 gross per day, and gives employment to 700 hands, all told. The proprietor commenced operations here in 1854, when the village contained about 12 houses, the population of which is at present several thousands.

As the principal originator of Hull and promoter of its welfare and progress, Mr. Eddy deserves the high reputation which he enjoys here, and as an enterprising, clever and energetic business man, he may well be cited as one of the most prominent in the country—notwithstanding his foible of considering himself the only orthodox *match maker* in Canada.

There is a vast amount of American capital invested in the lumbering trade in this section of the country, not only on the Ottawa, but its tributaries also. False prophets have in the past predicted for their time the exhaustion of logs and rusty saws on the Ottawa, but still they come, as fine as ever, and as they slide from many further spots, and glide noiselessly on the bosom of Moore's poetic river, denying and silencing fears and alarms by their rolling looks and bodily presence, contracts for the coming year are readily and surely made with European or American markets. From 300 miles up the pine logs are brought in many cases.

There are two lines of railway, the first projected, the other under construction, to unite the city of Ottawa with Montreal, viz.: the "Montreal Northern Colonization Railway," to run on the north side of the Ottawa, or entirely in the Province of Quebec, through Ste. Thérèse, St. Andrews, Grenville, Buckingham, &c., to Aylmer; length about 126 m.,—with a branch line of 14 miles from Ste. Thérèse to St. Jérôme. It is intended to extend this line to the E. terminus of the "Canadian Pacific Railway," Lake Nipissing, through the county of Pontiac to Deep River or Portage du Fort. The whole line, when completed, would be about 240 miles. Sir Hugh Allan, Hon. J. J. C. Abbott and Mr. Louis Beaubien are now acting as delegates in England to raise the necessary funds for the construction. Head Office, Montreal; Sir Hugh Allan, pres.; E. L. de Bellefeuille, sec.; Chas. Legge, engineer-in-chief.—The other railway, under construction, is the "Montreal and City of Ottawa Junction Railway," from Coteau Landing, a station of the Grand Trunk Railway, to this place—length 80 miles—which will reduce the distance from Montreal to Ottawa to 116 miles. This road will connect with the New England States by means of a Railway bridge over the River St. Lawrence, from Coteau Landing to Valleyfield, U.S., and Ogdensburg Railway, near Moore's Junction. D. A. Macdonald, M.P., Alexandria, pres.; Wm. Bristow, sec.; Chas. Legge, engineer-in-chief.

The exports from Ottawa in 1870 were \$326,331; imports, \$962,377;—exports in 1871, \$1,382,255; imports, \$1,274,281. Mr. E. A. Buckman is U. S. Consular Agent here. Ottawa was incorporated as a town in 1847, and as a city in 1854. The population in 1866 was 17,735; in 1872 it is 23,000; the French-Canadians form one-third of the population; Irish Catholics one-quarter. The area is 1,829 acres; revenue, \$125,000; assessment, 15 mills on the \$; real and personal estate, \$7,000,000. The Mayor's salary is \$600 per annum; Clerk, \$1,400; Chamberlain, \$1,400; Police Magistrate, \$1,400; Deputy Chamberlain, \$600; Asst. Clerk, \$800; Engineer, \$1,000; Supt. fire dept., \$600. The city has 3 fire engines, &c., and the Water Works (to cost one million dollars) are under contract. It is an immense work on account of the nature of the ground, which is rocky in many places. The Gas Works are owned by a private company. Ottawa possesses a large drill shed in the lower town, on Nicholas st., a Board of Trade of 200 members, estab. since 1862, an Historical and Literary Society, estab. 1852, and 5 daily papers: *Citizen*, *Times*, *Daily News*, *Free Press*, *Courrier d'Ottawa* (French), and a weekly, *Volunteer Review*, Mon.—all conservative. There are 16 churches: Episcopal, Christ Church, Sparks st.; Bishop's Chapel, Sussex st.; St. Albans, Daly st.; Roman Catholic: Cathedral de Notre-Dame, Sussex st.; St. Joseph's, Wilbrod st.; St. Patrick's, Albert st.; St. Andrew's, Sparks st.; W. Methodist, Metcalfe st.; Epis. Methodist, York st.; another at West end; Canada Presbyterian, Daly st.; another, being built on City Hall square; Old Kirk, Wellington st.; Baptist, Queen st.; Congregational, Albert st.; Holy Apostolic, Albert st.—The banks are: Bank of Montreal, Bank of British North America, Bank of Ontario, Bank of Quebec, Merchants' Bank of Canada, Union Bank of Lower Canada, and Banque Nationale de Quebec. There are two first-class stone public schools, one in the E. and the other in the W. ends of the city, and 2 primary schools beside, employing 26 teachers; salaries \$12,000. The High school, opposite City Hall, has 5 teachers; salaries \$4,450. A splendid edifice has been lately erected by subscriptions raised among the wealthy of the commercial class, for a Protestant Ladies' College, on Albert st. The greatest endeavors have been made to render this college a first-class institution. It is under a Board of Directors of different religious denominations, and employs 8 teachers; salaries, \$7,000; the whole property cost \$50,000. The Roman Catholic separate schools, under Board of Trustees, are 5 in number, employ 18 teachers, 11 male, 7 female, or 8 Christian Brethren, 3 lay, and 7 sisters of the Grey Nunnery; salaries, \$3,570. The Ottawa College and University, Wilbrod st., is under control of the R. C. Church. The Mother House of the Grey Nuns for the Province of Ontario, with Novitiate and Academy, is situated here, cor. Bolton and Sussex sts.

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It has branch educational establishments in the city and elsewhere in the Province and the United States, for boarding and day pupils. The number of pupils at the Mother House is 150, of which 20 are boarders; nuns 150. The following institutions are under the control of the nuns: Notre-Dame du Sacré-Cœur, is a boarding and day school, cor. Rideau and Ottawa sts., conducted by 25 nuns; there are 70 boarders and 200 day pupils; the building is fine and has lately been enlarged; Roman Catholic General Hospital, Bolton st., is conducted by 10 nuns; average of patients, 40; Hospice St. Charles, Bolton st., for the aged and infirms 4 nuns, 20 patients; Orphélinat St. Joseph, cor. Cathcart and Sussex sts., for orphans, 4 nuns, 60 orphans; St. Patrick's Orphan Asylum, Church st., 4 nuns, 50 orphans.—The Sisters of the Congregation de Notre-Dame, of Montreal, have lately occupied their new fine premises on Gloucester street, near Cartier square, where they conduct a young ladies' seminary. It is a branch of the Villa-Maria educational establishment of Montreal, and is conducted by nine sisters; there are 50 boarders and 120 day pupils.—Convent of Bon Pasteur, branch of the Montreal Mother House, is established here, and the Frères Oblats have also an establishment.—The city has been divided into 4 parishes. Opposite the Bishop's Palace are the Institut Canadien-Français, which is a flourishing literary body, estab. 1852; it has about 300 members and 6,000 vols.; and St. Patrick's Literary Association, with a debating society. A society of St. Vincent de Paul is established in every parish, for the relief of the poor. The Protestant General Hospital is at the foot of Rideau st., and the Benevolent Society of the Church of England is in the Orphans' Home, Albert st. The House of Refuge is on Augusta st., near Rideau st. Ottawa Literary and Scientific Society, 23 Sparks street.

Lots on Sparks st., 99 feet deep, are sold occasionally at \$75 a foot frontage. On Sussex st. W., 66 x 155 ft., with buildings, \$32,000; on Sussex st. E., 66 x 60 feet, \$17,000. The soil outside of city limits is generally sandy loam, and produces good general crops; farms are worth as much as \$200 per acre. There are several good quarries within limits, 3 brickyards, and 3 others outside.—The manufactories are: a foundry and machine shop, N. S. Blasdell & Co.; do., A. Fleck; do., E. Perkins; wrought iron works, A. Masson; carriage factory, A. Titus; do., Geo. Humphrey & Son; do., F. Duhamel; sash, door and blind factory, T. W. Currier, exports to Europe; brewery, J. Rochester; do., George Stirling; flouring mill, T. McKay; do., H. F. Bronson; do., Levi Young; soap and candle factory, T. Brown; marble and slate works, And. Mills.

MASONIC: Dalhousie, 52, 1st Tues.; Doric, 58, 1st Wed.; Corinthian, 59, 3rd Tues.; Civil Service, 148, 2nd Tues.; The Builders, 177, 2nd Fri.; Lodge of Liberty, 231, 2nd Wed.; Dalhousie, A. F. & A. M., 571, 1st Tues.; Chaudière, U. D., 2nd Mon.; Carleton, Ch. 16, 2nd Mon.; Wm. de la More, the Martyr, Encampment, 2nd Mon. Feb., May, Aug. and Nov.; meet in Masonic Hall, Elgin st.—Foresters', Court Pioneer, 5,607, 2nd and 4th Tues.—I. O. G. T.: Cameron, 338, Fri.; Ottawa City, 403, Thurs.—Orange Lodges: Lodge of the County of Carleton, semi-ann.; District Lodge, 4, of the County, quarterly; 7, 1st Mon.; 119, 1st Tues.; 126, 2nd Mon.; 221, 2nd Tues.; 227, 2nd Wed.; 1,312, 2nd Wed.; Royal Scarlet, Ch. 14th, month; "Scott," R. B. P., 227, 1st Fri. month.

EDWARDSBURG, 228½ m. from Toronto, 104½ m. from Montreal, is a small village and port of entry, under the name of Elgin, in the township of Edwardsburg, county of Grenville. It has a wharf on the Edwardsburg Canal. The C. H. exports from this place in 1870 amounted to \$6,273; imports, \$3,227; in 1871, exports, \$9,811; imports, \$1,249. Here are the extensive works of the Edwardsburg starch factory, Wm. T. Benson managing director; also the saw and flour mills, box and stave factory, carried on by the same individual. Population about 300.

IROQUOIS, 234 m. from Toronto, 99 m. from Montreal, is an incor-

porated village and port of entry, on the north shore of the River St. Lawrence, and at the foot of the Iroquois Canal, township of Matilda, county of Dundas. This place was formerly called Matilda. Some of the river and lake steamers stop here daily, and a considerable amount of flour is shipped from this port. It contains several large mills and factories. Population about 800.—MASONIC : Friendly Brothers, 143, Wed. b.

MORRISBURG, 240¼ m. from Toronto, 92¼ m. from Montreal, is an incorporated village and port of entry on the River St. Lawrence, at the foot of the Rapide du Plat canal, township of Williamsburg, county of Dundas. This place is fast increasing in importance, and possesses excellent water power, a portion of which is utilized. The Royal Mail Line steamers do not call here, but the boats of all other lines do so daily, and take a great amount of flour, &c. A steamer at all seasons of the year plies between Waddington village, in the State of New York, and this place. In 1870 the exports from here amounted to \$182,332; imports, \$47,727;—in 1871, exports \$222,874; imports, \$67,032. Morrisburg is surrounded by a very fertile country, and does some manufacturing business. Population about 1,500.—MASONIC : Excelsior, 142, Thurs. on or b.

AULTSVILLE, 249½ m. from Toronto, 83½ m. from Montreal, is a small village about half a mile from the station, on the River St. Lawrence, township of Osnabruck, county of Stormont. Population about 200.

FARRAN'S POINT, 251½ m. from Toronto, 81 m. from Montreal, is a small village on the River St. Lawrence, township of Osnabruck, county of Stormont. A canal is built from this place to about a mile up the river to assist freight steamers. Population about 250.

DICKINSON'S LANDING, 256 m. from Toronto, 77 m. from Montreal, is a village at the head of the Cornwall canal, township of Osnabruck, county of Stormont. A steamer plies between here and Ogdensburg, in the State of New York, stopping at intermediate ports, and the Royal Mail Line boats call daily. Population about 300.

MILLE ROCHES, 260¼ m. from Toronto, 72¼ m. from Montreal, is a small village on the Cornwall canal, township of Cornwall, county of Stormont. Population about 200.

CORNWALL, 265¼ m. from Toronto, 67 m. from Montreal, is a town about 1 m. S. from the station. The station buildings, of stone and brick, have been considerably enlarged. The restaurant and dining waiting rooms are now finely fitted up. Some trains stop here 20 minutes for meals.—There is always in waiting a free bus to take passengers to the DOMINION HALL in the town. That Hotel is widely known as a first-class Commercial house. It is furnished with fine sample rooms, livery, &c. J. B. McKenzie proprietor.

Cornwall is an old town and port of entry, finely situated on the south shore of the River St. Lawrence, where it expands into Lake St. Francis, a short distance below the Long Sault Rapids, township of Cornwall, county of Stormont, which the late celebrated Hon. Sandfield McDonald represented in Parliament for many years. It is the chief town of the united counties of Stormont, Dundas and Glengarry. This section of the country was originally settled by the Loyalists, who principally came from the U. S. during the Revolution of 1775, and by the disbanded men of the Hessian Regiment, which served in the country. The business of the Registry Office, Circuit and principal law courts is transacted here. To avoid the Long Sault Rapids, immediately above the port, a canal has been made, extending to Dickinson's Landing, a distance of 12 miles. This canal affords excellent water power, and several large factories and mills, as described farther, are situated along its banks. A large quantity of flour is shipped from this place to Montreal. The steamers of the Royal Mail Line, the Montreal and Bay of Quinté steamers also call here, and there is a bi-weekly line of steamers from here

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to Montreal and intermediate ports. The exports in 1870 from this place amounted to \$64,005; imports, \$46,047;—exports 1871 were \$74,829; imports, \$30,860. Cornwall was incorporated as a town about 1822; the area is over 1 m. square; population 2,500; revenue, \$6,000; assessment, 10 mills on the \$; real and personal estate, \$600,000. There are many first-class private buildings of stone and brick, and the town altogether presents a good and substantial appearance. The Town Hall, with market in basement, is a large commodious brick building, and the stone Court House and Jail is well situated on the side of the canal. The town possesses a fire engine, a large drill shed, five churches, viz.: Episcopal, Church of Scotland, Canada Presbyterian, Roman Catholic and W. Methodist; 2 weeklies: *Gazette* (ref.), *Wed.*, and *Freeholder* (cons.), *Fri.*; and the Bank of Montreal. There is a High school, 1 teacher, and public school, 5 teachers; salaries \$2,200; also a separate R. C. school, 2 female teachers; salaries about \$400. Cornwall is surrounded by a rich agricultural country. The townships of Roxborough and Finch, in the rear, are of fine level ground and are principally of a strong soil, yielding abundant grain crops and producing fine grass. Large quantities of first-class butter and cheese are made in this neighborhood. Farms are often valued at \$50 per acre, and the town property for a long time quoted low has suddenly acquired great prices, which are steadily increasing. There are five good quarries and six brickyards (white and red bricks) within town limits. The prospects are that Cornwall, from her great water power, which is as yet but partially utilized, and many other natural advantages, is destined to become a very important manufacturing place, one of the best in the country.

The manufactories are: the Cornwall Woollen Manufactory Co., incor. 1868, Sir Hugh Allan, Pres.; Geo. Stephens, Vice-Pres.; J. P. Watson, Sec.; W. J. Whitehead, Manager. The fine brick main building, 140 by 55 ft., 4 stories high, and 3 other brick buildings of 2 stories, 100 x 50 ft. each, stand on 3 acres of ground. It manufactures the famous Cornwall blankets and tweeds, about 1,500 yds. per day, representing over \$400,000 per annum. It has 40 broad and narrow Crompton looms, employing 150 hands the year round. Steam is used only for dyeing and heating purposes.

The Canada Cotton Manufactory Co., alongside the first, is a most splendid structure of brick, 314 x 89 ft., 3 stories high, with a high Mansard story besides. This fine building is being completed, and will soon be in full operation. Sir Hugh Allan, Pres.; D. McInnis, Vice-Pres.; Chs. Gordon, Sec.; J. R. Perry, Manager. This manufactory will contain 300 Thomas, Whiting and Lewiston Bag looms, and will employ about 150 hands. It will be worked by 2 Lefel wheels, 56 inch. diam., 24 ft. head water, and have 2 boilers, 50 h. p. each, for dyeing and heating purposes. The grounds are about 5½ acres in extent.

The Cornwall Cotton Mills, Gault Bros. & Co., of Montreal, pros., W. J. Whitehead, manager. This splendid new stone building, 5 stories high, is 100 x 50 ft. It has 100 plain and 25 Bag looms, and employs 150 hands.

Flour and grist mill, 6 run of stones, A. Hodge; oatmeal, grist and flour mill, 4 run of stones, Wm. Mack; saw mill, P. E. Adams; planing mill, A. Hodge; carriage factory, A. P. Ross; tannery, R. Craig.

MASONIC: Cornwall, 125, 1st Tues.—B. O. G. T.: Cornwall, 141, Tues.—I. O. G. T.: Napier, 595, Tues.—Orange Lodge: 880, 1st Wed.

SOME OF THE PROMINENT MEN.—C. J. Mattice, A. Bethune, W. Atchison, R. Craig, N. Turner, A. P. Ross, A. McLean, G. Mattice, H. McCallum, A. Hodge, Jas. Kilgour, D. E. McIntyre, Geo. Burden, Rev. Mr. Murray (R. C.), Rev. R. Binnie, Rev. Mr. Campbell, Rev. N. McNeish, Rev. Jas. Preston, Dr. W. Allen, Dr. D. Bergin, M. P., Dr. R. McDonald, Dr. J. J. Dickinson, Dr. Elginton, Dr. Tracey, Dr. Geo. Pringle, P. E. Adams, E. Kewin, J. Macphee, H. S. McDonald, W. Mattice, S. Cline, J. Ross, L. Ross, B. Macfarlane, J. Kirkpatrick, J. McIntyre, M. McEniny, Wm. Mack.

SUMMERSTOWN, 273¼ m. from Toronto, 59¼ m. from Montreal, is

a small village in the township of Carlottenburg, county of Glengarry. Population about 75.

LANCASTER, 279¼ m. from Toronto, 54¼ m. from Montreal, about 1 m. from the station, is a village on the River St. Lawrence, township of Lancaster, county of Glengarry. A new place has sprung up near the station, called New Lancaster, or Rivière-Raisin (named after the river running through the village). The village of Williamstown, on River Raisin, is about 4 m. nearly due W. from here, which is rapidly absorbing the business of the old place. A bi-weekly line of steamers from Montreal to Cornwall, touch at this port.—This is the last station on the Grank Trunk within the Province of Ontario, going East.—There is from here a daily stage to L'Original, 40 miles N., stopping at Alexandria, 13 miles, and at Vankleek Hill, 34 m., and going also to Hawkesbury, 41 m. Population about 250.—**MASONIC**: Lancaster, 207, 2nd Wed.

PROVINCE OF QUEBEC.

QUEBEC, 172 m. by rail, 180 m. by water, from Montreal, 450 m. from Gaspé, 790 m. from Pictou, N.S., is situated on the north shore of the St. Lawrence, in lat. 46 deg. 48 min. N., and long. 71 deg. 15 min. W. from Greenwich, about 70 miles from salt water.

The first visitors to Quebec, or Stadacona, Indian name, under the leadership of Jacques Cartier in 1535 were in search of gold, but they only found—cold; and, later, at the bare idea of this "Iceland" the famous mistress of Louis XV was wont to wrap herself close in her soft and rich ermine and shiver. She would have sold the whole country for a pinch of—snuff. The adventurous noblemen and *manants* who came here were, however, differently organized and inspired, and as they buckled themselves for the enterprise they thought more of leaving their names a fair fame than steeping them in the mire and debaucheries of that fast period. Extremes met then as they do now occasionally. At the Court of France arrant scepticism had hold of the *fleur de lis*, presided and officiated at many of the altars, had free ingress into many monasteries and nunneries, and the sporting *abbés*, as they wheeled around, like butterflies, from one belle to another, could easily pluck many blushes—but not wear them. The heaving bosoms were fair and testified plainly to all eyes against certain false biblical interpretations about the shape of the earth. What brilliancy there was then in Europe, and what misery also! The *other side* of the world, just then realized, had, however, the effect of consoling to some extent the latter. The lords of all shades—of divine right—foreseeing the end, made the most of themselves and others. It took a great deal to bring about 1789 and the horrors of 1793. How "divine" right and human right, Jupiter-like, eyed one another!—in a worse way than capital and labor are now looking at each other.

The New World has had a rather dwarfish existence in this northern latitude, compared to those of the West and some of the South, where a continuous current of emigration from Europe has rushed in and settled. Quebec, French at first, is French still—in population, language, ways and manners. The old upper and lower town, capping and belting in front the imposing, high rugged rock, have a herculean-like, classic and rough aspect which astonishes and bewilders. The Gibraltar of Canada possesses many of those reminiscences of Europe which in

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almost every other place on this continent have disappeared to make room for modern notions and improvements. To a Canadian even of Montreal, Quebec appears as strange as to a foreigner. He, a Canadian, will look on the extant vestiges with feelings of curiosity as powerful as those which move a complete stranger; his senses will thrill, as with the other, at all he sees, and for a while, like the Romans among the vanquished Gauls, he will feel—captivated. This Maid of the St. Lawrence, so unlike her sister Montreal, has kept obdurate faith until now to her national and poetic monastic vows. She leads an austere life and looks back to her apostolic and military heroes, whose blood and sweats have dotted deeply the earth from the Gulf of St. Lawrence to the Gulf of Mexico. She venerates and teaches to venerate the past, and as her unique conditions or position are such as to make it unto her almost a calling, the holy sentiment is seen to gush forth with force, beauty and purity. Her temples of worship, benevolence, science and arts, have a distinct character. The first have a peculiar charm, an intensive fragrance of piety about them; the others have large dimensions, and are administered, benevolently, with a holy zeal, and instructively according to the spiritual and disciplinary views of their founders.

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Seen from any point of approach, Quebec looms up grandly, and appears as if the magicians of above had heaved it up as a resting place. The ferry boat of the Grand Trunk Railway Co. brings the passengers from the train at Point Lewis to the lower town (or to the oceanic steamers of the Allan Line, leaving Quebec every Saturday during the summer), $1\frac{1}{2}$ mile across, and lands them on a large square which is fronted by the capacious stone Champlain Market. This spot is called *Cul-de-sac*. This square in summer is thickly populated with fruit and vegetable sellers.—With outstretched neck, open mouth and whole socket-looks, the stranger finding his position there a rather dangerous one, gets his soul and soles to halt dead still. The high, perpendicular, monstrous rock in front, so near, so menacing, so thrillingly ghostly, seems to vacillate on its deep watery base, and get ready to entomb the beholder. But go on, stranger; go on, wandering from one wonder to another. The sight has weakened your lower limbs, but those of the Norman ponies, hitched on to the odd-looking *caleshes*, will safely run you up Mountain st. with many shakes—to shake off the fears which will creep over your nerves during the steep ascent. It has not been well proved whether H. W. Beecher, Professor Silliman, W. H. Russell, Knox, Ampère, Mrs. Moodie, Trollope, Sala, and others who ventured up, made their will beforehand in favor of any clergy or clergymen. It matters not. Those not bound by connubial ties or chains had better let their baggage go alone to the hotel and tarry behind for a while in the lower town. It deserves a stay of a few hours, and the close attention of every one. Before moving away from the landing spot, it were well, however, to take a careful survey of the frowning altitudinal rock which to the left, at 337 feet, is occupied at the summit by the famous Citadel. That part of it is called Cape Diamond. Almost overhead, at 189 feet, is the beautiful Platform of Durham Terrace, supported by a long chain of massive, elegant walls, partly of a pillared kind, sticking together on the very verge of open space and destruction, by equipoise and the powerful magnetic-like cohesion of—mortar. People seen there look like dwarfs to you, and you to them. The solid *terra*, planked over, on which you stand, seems safe enough, no doubt; but were you gifted with a clear retrospective vision you might feel like using your palmy hands to swim with instead of leaving them in your pockets at rest. Long ago it was, with the long portion extending upward, the undisputed property of the St. Lawrence. The coves, up, where timber is moored in by booms and wharves in immense quantities, are lined with a long row of dwellings, &c., whose chimneys are often in close connection with the overhanging cliff. Prominently there appear, at a distance, the Gaol and the 4 martello towers which act as sentinels posted in advance by the Citadel. The greatest breadth at Sous-le-Fort st. is 220 yds. from the rock to the water's edge. The ghost of Gen. Richard Montgomery must be pleased to see commemorated in gold letters where and when he fell, under the walls of the

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Citadel, on 31st Dec., 1775. Moving downward are met all kinds of strange scenes on and about the all alive wharves which here and there are unaccountably occupied by interfering houses and warehouses. Adjacent is the wharf of the Richelieu Co., whose splendid boats coming from Montreal land here their many passengers. Close to it is seen a narrow alley running under a block of buildings on the wharf. Another market there signed on the front in big letters Market Hall. A wide row of wooden steps lead down from there to the rising and falling waters. Thick motley groups all around are selling and buying, pushing and crying, bargaining hard and holding on fast; the very air is all astir. Small steam market boats and sailing ones also, laden brimful, land their human and other cargoes here amid a torrent of French syllables, and fill up this and another open square market close by, where the small old church of Notre-Dame-des-Victoires and Blanchard's hotel are situated, which was the only spot in 1603 and afterwards, where Champlain, the Ursuline nuns and Recollet friars could find a site to build on in the lower town. The sword and the cross, or the throne and the altar, were on good terms then to settle together countries, political, social and financial questions. That was no time for Declarations of Independence, Proclamations of Emancipation—or strikes! In consequence of the failure of the expedition under Sir Wm. Phipps, in 1690, the above named church was, in a feeling of gratitude so named, and owing to the ill success of Admiral Walker's expedition, in 1711 the name was pluralized. In Sept. 1759, at the time of the conquest, this church was destroyed by the fire from the batteries at Point Lévis. It contained then a fine painting, representing a city in flames, with an inscription:—"that in 1711 one of the nuns predicted that this church and lower town would be destroyed by the British before 1760." The prophecy is said to have been well authenticated.

The busy, business lower town, with its multangular and multifarious streets, close packed buildings, presents everywhere subjects of curiosity. Its piecemeal made-up basic origin accounts for its zig-zag and twirling nature, and the many subterranean vaults, thick limestone walls of the buildings, narrow streets and microscopic-like sidewalks, testify that the old inhabitants knew how to guard against the attacks of their enemies, repel the cold from their interiors, and as to the rest, that they had difficulties to contend with—and were not at these times. The sun and snow everywhere here slide down well from the steep tin roofs, which often have two rows or stories of dormer windows. The appearance of the sun in some of the would-be streets would, however, constitute a miracle. Prominently among these may be mentioned *la rue des Chiens*, Dog. st., which is not 12 feet wide. It creeps close along the foot of the high perpendicular cape, from the top of which—says a popular legend—a pursued sailor leaped, and was not killed. Sault-au-Matelot st. is in vicinity, and runs parallel with the first a short distance. Dog st. is unquestionably a marvellous street, where in olden times some of our forefathers, with their powdered *queues* and short breeches, enjoyed themselves amazingly, and where our foremothers, with their *paniers* or crinolines, danced gracefully many a *menuet*. This street at a later period, in 1775, was the theatre of a bloody action between the British troops under Gen. Guy Carleton and the French Quebecers against the invading American army. Arnold was then wounded in this very narrow short st. and left free to fulfil elsewhere a darker deed. There was at that time three barriers in this neighborhood.—Returning to St. Peter st. is to be seen to the left, at N. corner of this and St. James st. a tall yellow stone house (Lymburner's), where the Duke of Kent, the father of Queen Victoria, in a truly Jack style entertained himself and others. The many mercantile, insurance, banking and other kinds of business houses in this quarter are numerous and will strike every one. The warehouses on and about the wharves are on a large scale, by themselves, while the commission stores and offices bounding them on every side, look like sharks about a ship. We come to the large Custom House lower down, and find it a splendid cut-stone edifice, commanding a complete view of the bay. It was built in the river with deep

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foundations, but is now surrounded with well filled in wharves and warehouses. This edifice cost Government \$248,000, and its towering, well-proportioned and resplendent tin dome throws a fine glow over this section. Near by are the Exchange, estab. 1817, having over 200 members, the Quebec and Gulf Ports S.S. Co's wharves and offices, Harbor Commissioners offices, &c. Cordage, pitch, tar and tallow are often seen on the way here, and form a peculiar atmosphere along St. Peter st., which is the principal thoroughfare. The ship owners of Quebec, some of whom have as many as 50 and 60 square rigged sea-going vessels, have in several cases acquired that property in a short number of years. Their vessels are to be seen in all parts of the world. Prominent among this class figure Messrs. Allan Gilmour & Co., and F. Ross, &c. The city cars run through St. Peter st. from Champlain market, and getting in the rounding off St. Paul st. proceed on to the back side of the Cape through St. Roch's suburb, a distance of about 2½ miles, the terminus being near St. Sauveur.

The lower town, once a fishing ground, holds now a somewhat floating population, as many live out of it at night. The bay, populated by ships from all parts of the world, a number at anchor to save wharfage, others at the coves, some at the wharves, form part of an interesting picture. Jack Tar ashore seems to feel still the wavy influence which used to exist here, and in his joyful humor, as he rolls safely, by sun or gaslight, through these streets, which allow only short close tacks, he knows well that the dancing and plunging houses all along have not natural foundations, and grins at the land-lubbers who walk a stiff course, cannot make a splice, tell the ropes, spin a yarn, or even slush a topmast. The genuine seafarer, who lives on hard tack, "*mahogany*" and "*dough*," forms a large class here, but the gulf and river sailors are more numerous still. Their crafts of all sizes and description are seen everywhere in and about the harbor and the river St. Charles, which bounds Quebec northward.—Almost every building in the lower and upper town is boarded to the top of its chimney, as a protection against the strong N. and N.E. winds, which prevail in the spring and fall. Some of the old buildings are of wood, but the majority are of stone and white brick. The latter material, imported from England, and brought over as ballast, is an expensive fire brick; its cost is generally about \$20 a thousand. It is used, however, only for the façades, one thickness only.

The depth of the water at the end of the principal wharves is from 18 to 50 feet. The deepest part of the channel is 186 ft. The current flows at the rate of 4½ knots. Ordinary tides rise 18 ft.; spring tides 24 and 25 ft. The number of vessels reported here in 1871, including steamers (100 in number), apart from schooners, amounted to 1,000; and the harbor revenue derived was \$94,908.21; tonnage dues, 5 cts. a ton, \$28,284.25. There has been much improvement made lately in the harbor near the Custom House, and \$500,000 are intended to be soon expended on new piers there, to serve as the terminus of the North Shore Railway, which is under construction between Montreal and Quebec.—The department of the Water Side Police have a neat little steam yacht to watch over the harbor and chase the "*crimps*," and the Government owns three steamers, "*Napoleon III*," "*Lady Head*" and the "*Druid*," which are mainly employed in Gulf service.

In going to the upper town by the much frequented and steep Mountain st., the tourist will fall in and roll down the almost vertical Champlain st. if he is not wary. The long wooden staircase leading to the foot of it has on both sides small dark shops, of boots and shoes principally, which seem to do a good business with the sailors, raftsmen and country people. The very narrow, steep thoroughfare is quite a curiosity. Higher up, at the end of the commanding promontory which borders Mountain st. all along to the right, we get to another wooden staircase, at the top of which, to the left, is the new and fine cut-stone Post Office. Opposite is an interfering range of old buildings on a very narrow strip of ground, and which should be demolished to meet general wishes. Mountain st. winds up on the other side of this block, no more under Prescott gate, which was demolished in

1871. The new Parliament Building is on the site occupied by the old one, nearly opposite. It is a neat two story white brick edifice, and was erected in 1859. Previous to 1791, in which year the country got a constitution, the Bishop's Palace stood there, and formed after a part of the old Parliament House which was destroyed by fire in 1854. The Parliament library is composed of about 10,000 vols.

Much has been written about the old building in Buade st., which was bought by Government for a Post Office, and for a long time known under the name of Freemasons' Hall. The figure of a rather tame-looking stone dog gnawing a bone, which is seen over the side door of the new edifice, used to be over the principal door of the old building, and has been preserved, gilt and placed there to keep alive the legend it is said to represent. The accompanying inscription on the famous tablet reads :—

Je suis vn chien qvi ronge l'o ;
 En le rongeant je prends mon repos,
 Vn temps viendra qvi n'est pas veny,
 Qve je mordrai qvi m'avra mordy.

I am a dog gnawing a bone ;
 While I gnaw I take my repose.
 The time will come, though not yet,
 When I will bite him who now bites me.

To any tourist seeking for trifles to speak about—when in a parlor—it came to pass, under the French *regime*, that the proprietor of the old house, named Nicolas Jacquin Philibert, who had erected it 26th Augt., 1735 (as found stated under the corner stone in 1871, when the house was demolished), having had some disagreement, some say with Pierre Legardeur, sieur de Repentigny, an officer, who had been quartered in his house—according to other writers, with Bigot, lord-lieutenant—to revenge himself got the tablet placed on his house. Wilder versions state that Philibert was assassinated by Legardeur, and that Philibert's brother, or son, pursued the assassin to Europe, or Pondicherry, East Indies, and slew him, or were slain in a duel. Be it as it may, the golden dog of Mr. Philibert occupies a high position in Quebec and its annals.

One of the talented authors of Quebec, Mr. J. M. Lemoine, whose leisure moments are always busily employed in the pursuit of scientific and artistic subjects, and whose many valuable works, in French and English, are widely known in the country and abroad, viz., his MAPLE LEAVES, has lately published L'ALBUM DU TOURISTE, which contains among other things deep researches into the archaeological history of Quebec. This work of 385 pages has a gusto about it which enhances Canadian literature, and highly pleases every one. It has a chapter on the old building of the gnawing dog which is very interesting. It recalls that before, and for a long while after, the siege of 1759, when Quebec fell into the hands of the British, the old relic was used as a coffee house, and that during the stay, about 1782, of the brig "Albemarle," of 26 guns, commanded by Nelson, the hero became deeply in love with a Miss Prentice, a great beauty, whose father then kept the Coffee House, and would have given up his commission and married her, had he not been carried aboard by some interfering friends, who could then foresee his memorable future career. The author reverts in a humorous style to a sound cowhiding which the Duke of Clarence, afterwards William the Fourth, received in this neighborhood some time before at the hands of an irritated father whose daughter the Duke was in the act of following too closely.

The line of fortifications enclosing the upper town and citadel is about $2\frac{1}{2}$ miles in extent. From the S. point of the citadel to the artillery barracks—nearly $\frac{3}{4}$ of the whole line—the fortifications consist of a massive and handsome wall erected on the perpendicular rock, protected by several batteries of various strength placed at intervals along the walls, the most formidable being known as the grand

battery, immediately in the rear of the House of Assembly and Seminary garden. This consists of a line of 24 guns, 32 pounders, and other projectile bearers, which command the basin. This battery, it might be added, is pretty enough to look at, but its shot would be of little effect except on wooden ships. The British Government having withdrawn the troops from the country, all the barracks, batteries and bastions of the old walled-in city appear deserted, only a sufficient number of Canadian militia being kept in charge to preserve the buildings.

The vast, grand and graceful panorama witnessed from the above mentioned battery baffles description almost. To the east the Island of Orleans, to the north the falls of Montmorency, Beauport and Charlesbourg, and to the south Point-Levis, present to the eyes and mind one single or many *tableaux*, such as Nature alone can arrange with her poetic hands and paint with ever-varying aspects and colors. The scenery is so majestic, so tangible and so fleeting, as the sun or the clouds illumine or veil this or that part of the all sumptuous details, that, blinded by it, one would for ever retain within his mental embrace the almighty and lovely creation—find it good and beautiful—and never be willing to part even with the remembrance. From this sky-height all Canadians can learn to more ardently love Canada, and perceive from there its bright and glorious future. Annexed to heaven, and coursed by a noble stream, which Providence has made to carry the Western produce to all the oceans of the world—what more needs Canada, morally and practically,—love of country! public spirit! practical education!—When wholly confederated Canada will undoubtedly, by the infusion of the new elements, drawn in willingly and cordially, begin to realize the most important sense of the late Imperial policy toward her, and aspire to occupy not only a political independent position, but assume all the duties and high standing which fall to the lot of the leading nations of the world. Then, and only then, will the sacrifices of France and England made for her bear ripe fruit.

The back portion of the property of the Seminary priests is bound near the battery by a long range of high stone walls. The three large and fine cut-stone buildings of the Laval University occupy a great part of the land. They were erected in 1852 by the Seminary, at a cost of \$238,788—the museum and library not included in that sum. The University has in the Province six educational establishments affiliated to it. It has faculties of law, medicine, arts, science and theology. It is controlled by the Seminary, and was named after the first bishop of Quebec, François de Laval-Montmorency, who founded the Seminary of Quebec in 1663, and died 6th May, 1708. The library is composed of 55,000 vols., and the museum comprises in the department of physic, about 1,000 instruments; mineralogy and geology, classified by the celebrated T. Sterry Hunt, about 6,000 specimens; botanical, contains a large collection of specimens of Canadian woods, artificial fruits, and 10,000 plants; zoology, about 1,000 stuffed birds, 40 quadrupeds, and as many fishes, insects, about 4,000 specimens; ethnology, many objects of curiosity that belonged to the aborigines of the country.

The Archbishop's palace, a fine modern cut-stone building, is met on the way going to Market Square, where, on the S. E. side the Cathedral and Seminary almost join. The first was built in 1646, but has at different periods met with disasters. It is a neat edifice and contains some rich paintings from the old masters and others, brought to the country by a priest during the first French Revolution, in 1789, of which a catalogue is furnished inside to strangers visiting the church. The Seminary, consisting of the Grand and Little Seminary, the first theological, the Little, literary and scientific, was founded in 1663 by Bishop de Laval-Montmorency, who endowed it, and by his will enjoined his successors how to proceed with the educational establishment and apply his large *personal* property, which consisted in seigniories and *fiefs*, or parts of seigniories, in different sections of the Province. This bishop was allied to the royal house of France, and would seem to have been a master mind. His memory is here held in great veneration, and oil painting portraits of him are to be met in almost every religious establishment in the city. The number of inmates in the Seminary in 1704, in-

cluding servants, was 54; now the *personnel* is 430, exclusive of those attached to the University. The stone buildings of the Seminary, enclosed by high stone walls, are 684 ft. in total length, but were successively erected according to requirements, at different periods. During the sieges they suffered much by shell and shot, and in 1701, 1705 and 1865 by fires. The whole structures are fortress-like in solidity and simplicity. The pupils of the Seminary and University number 531, and among the 213 boarders, 99 receive assistance from the Seminary to the annual amount of \$6,388. The day pupils unable to pay are admitted free; others are charged only \$1.25 per month.—The direct effect of progress in all parts of the world creates high prices in all things, but where powerful religious corporate bodies such as this exist, as mediums to dispense education, it becomes a question whether education given at a very low rate, under such conditions—by the process of *quasi* monopoly—is a blessing or not, taken in its widest general sense. A power within the State is against all notions of present political economy. The State relieved of any of its obligations, even by holy auxiliaries, must sooner or later suffer by the infraction it countenances and abides by.

Hopscot, close by, runs diagonally down hill, N. E. toward the bay, and is closed at the foot by Hope Gate, built 1784. The Jesuits' College across the square, facing the cathedral, is the oldest edifice in Quebec. It was erected in 1635, destroyed by fire in 1640, and rebuilt in 1646. It is a strong stone building, 3 stories high, forming a quadrangle of 200 x 224 ft. In 1759 there were but 9 Jesuits. Gen. Murray took possession of the college at that time and turned it into barracks for the troops, and it continued to be used for that purpose until lately. Père Casot, the last of the Jesuits, died in 1800. The property was then claimed by the crown, although confiscated and owned long before by it *de facto*. The holy fathers from the beginning of the colony had been unremitting in their efforts to convert the Indians, but it would seem from some of the old French documents "that they had attained greater influence in the colony than was consistent with the interests of the crown." They were also accused of carrying on a rather too fast fur trading with the Indians, and by royal decree the traffic was stopped, but resumed afterward—quietly.—Market Square is partly occupied as an open market place and hack stand. It has on the N. side a number of fashionable stores. Fabrique st., leads from it downward into John st., the principal business st. in the upper town. In this neighborhood is the *Cercle de Quebec*, or Club rooms, estab. 1869, and having 300 members—and the *Institut Canadien de Quebec*, John st., No. 11, estab. 1848, having 300 members and 3,000 vols. The Institut is a flourishing and very useful literary society. In St. George st. is also a *Chambre de Discussion*, or debating club, estab. 1866, having 250 members.—Retracing our steps a short distance and going S. we come to Place d'Armes, which is fronted by the Platform, built in 1838 under the administration of Lord Durham, and therefore also called Durham Terrace. It is a handsome platform of wood, with an iron railing which protects it at the edge of the cliff. A look down gets direct into the chimneys of that part of the lower town, and a long survey of the smoky abyss gets one to imagine that the supporting railing gives way. This place is a favorite promenade for the citizens and strangers, who never get tired of contemplating from there the wonderful and admirable panorama which stretches out in every direction as far as the vision can extend. It was selected by Samuel de Champlain for the erection of a fort, and later within its enclosure was built the famous castle St. Louis, which was destroyed by fire in January, 1834. This castle was for a long time the residence of the French and English governors, before and after the conquest. The Place d'Armes, which faces the Platform, is a large open square with a circular turf in the centre, in which a fountain and basin has lately been erected. The old Government House to the right, and the English Cathedral and Court House (lately burnt) in the back ground, are the other public objects on the square. St. Louis st. runs in front of the Court House, and is lined by fine private residences which have an air of great comfort, but a strange aspect at the same time. They are different from those of any other city. Many,

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in this quarter and elsewhere, are made of rough stones, and the mortar laid over the cavities to make an even surface receives two or three coats of dark grey or brown paint ; the effect is a glossy appearance which is not easy to account for at first sight.

Parloir st., off St. Louis st., near St. Louis Hotel, is a short lane which leads to the Convent of the Ursulines. The present irregular pile of buildings is a substantial construction of stone 2 and 3 stories high. The adjoining chapel of the convent is 95 by 45 feet, fronting towards Garden st. Its exterior is plain, but the appearance of the interior is simple and pleasing, its altar being remarkable for the neatness of its decorations. On the N. side is the choir, which is separated from the church by a grating. With permission of the chaplain, Rev. Mr. Lemoine, the chapel may be visited at convenient hours, and should be visited by every stranger. It contains some admirable paintings by Vigneau, Le Sueur, Restout, de Champagne, de Dieu, etc., and a marble tablet in honor of Louis Joseph Marquis de Montcalm, who died on 14th Sept., 1759, from wounds received at the capture of Quebec by the British troops under Wolfe, and was buried here. This tablet, erected 14th Sept., 1859, contains an inscription, the words by the French Academy in 1763 : "Some years ago, it being necessary to make some repairs to the wall, in the neighborhood of the spot where it was alleged Montcalm was interred, advantage was taken of it to examine the grave which was pointed out by an aged *religieuse*, who as a girl recollected the interment ; the skeleton was found, and the skull removed and placed in the custody of the chaplain, under a glass shade. By his permission it may be seen." The Ursulines are of a cloistered order, but a part of their very large and neat convent is accessible to visitors. This educational establishment, conducted by 91 nuns and novices, has about 200 boarding and 125 day pupils, apart from about 300 pupils frequenting a free school adjoining. The entire range occupies a large space, and has a rich and productive garden attached to it, 215 x 145 yds., enclosed by a high wall. The history of the Ursulines of Quebec is remarkable. In the year 1639, Madame de la Peltre, a young widow of fortune, embarked for Quebec, accompanied by three Ursuline nuns in the same vessel with the Hospitalières, by whom the Hotel-Dieu was established. This lady devoted her fortune and energies in founding the Convent of the Ursulines, for the purpose of affording education to young girls of the colony. Two years after her arrival the first building was erected, but was destroyed by fire in 1650. It was erected again on the same spot and met with a similar fate in 1686. Madame de la Peltre died in Quebec in 1671, aged 68.

The English cathedral on Garden st. is a plain but neat edifice. It occupies the site on which the church and monastery of the Recollets formerly stood. The Recollets, four in number, accompanied Champlain to Quebec in 1615. They were at first settled at Notre-Dame des Anges, where the General Hospital now stands, but in 1690 they ceded this property and received in exchange the lot referred to, where they built their monastery and church in 1693, which were destroyed by fire in 1796, and on the order becoming extinct the site was granted by Government for its present purpose. The present church was built in 1804 and received a fine communion service from George the Third. Along the walls of its commodious galleries are several marble slabs, one erected to the late Duke of Richmond, who died 28th Aug., 1819, from the bite of a pet fox. He was then Governor-General. His remains are interred between the pulpit and the altar. On the N. side of the cathedral was an old elm tree alongside of which tradition says Champlain pitched his tent on his first arrival in Quebec in 1608. A large space of ground encircles this church.

Returning to St. Louis st. will be seen, next to St. Louis Hotel, Music Hall or the Theatre and a few blocks farther, cor. of Ste. Ursule st. is situated the City Hall, which was formerly a private dwelling house. It is a plain cut-stone edifice of two stories. Proceeding W. the tourist will notice an old one-story frame house to the right, on same street, bearing No. 42, where the remains of Brigadier-Gen.

Montgomery were laid out after being found in their snowy shroud at Près-de-Ville. An inscription on the old house to that effect attracts the attention. The remains of the General were interred near the bastion where St. Louis Gate stood, and were conveyed to New York in June, 1818, where they were deposited in St. Paul's Church, Broadway—a monument on the facade of that church recalls the event.—Farther on we come to the Esplanade, a beautiful piece of ground situated so as to have for a head the ramparts rising steeply to the Citadel, and for a foot the river St. Charles way down, in the direction where Charlesbourg in the distance rises on the other side, northward, in a beautiful green dress, with flounces innumerable as a rich scenery to set it off. The vast Esplanade was used by the troops as a drill and parade place, and answers occasionally for that purpose still for the militia. It is bounded downward to the left by St. John's Gate, on John st. In vicinity, cor. St. Ann and d'Auteuil sts., which faces the Esplanade, is Stadacona Club House, established 1860, and having over 200 members.—The continuation of St. Louis st. to the W. is interrupted by the spot where St. Louis Gate stood, and which was demolished in 1871. Passing through the sloping sodded banks we get on the Grande Allee, or St. Louis Road, where we will gallop on for the present with the condition of returning soon to visit the famous Citadel frowning to our left on its lofty peak.—“After passing the Drill Shed, the Military Home, the Ladies' Protestant Home, facing St. Bridget's Asylum, and adjoining the area which the Quebec Seminary intended to lay out as a Botanical Garden, the Jehu, amidst most miraculous details of the great battle, soon lands his passenger on the Plains of Abraham, close to the little monument which marks the spot where James Wolfe, the British hero, expired near to the well from which water was procured to moisten his parched lips. A few minutes more brings one to Mr. Price's villa, Wolfesfield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and English soldiers gained a footing above, on the 13th September, 1759.”..... Next comes Spencer Grange, the seat of Mr. J. M. Lemoine (author of the present words), whose beautiful grounds, bounded to the left by the St. Lawrence, are 40 acres in extent. The artistic author is settled here *en grand seigneur*, surrounded by rustic embellishments, singing birds—and stuffed ones—fine garden plots, and a splendid hot-house, which contains the most rare and luscious fruit, &c..... “The eye next dwells on the little rustic chapel of St. Michael, embowered in evergreens; close to which looms out at Sous-les-Bois the stately convent of Jesus-Marie; then you see villas innumerable..... until, after a nine miles drive, Redcliffe closes the rural landscape—Redcliffe, on the top of the cape, or Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1542; where also, it might be added, Jacques-Cartier wintered in 1541, Montcalm established a post in 1759, to prevent the landing of Wolfe, and Murray did likewise in 1760, and thereby compelled de Levis to land his stores and artillery at Pointe-aux-Trembles, higher up. You can now, if you like, return to the city by the same beautiful road, or select the St. Foy road, skirting the classic heights where Gen. Murray, six months after the first battle of the Plains, lost the second on 28th April, 1760; the St. Foy church was then occupied by the British soldiers. Your gaze next rests on Holland House, Montgomery's headquarters in 1775, behind which is Holland Tree, overshadowing, as of yore, the grave of the Hollands.—The view from the St. Foy road, of the meandering St. Charles below, especially during the high tides, is something to be remembered. The tourist shortly after detects the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte—intended to commemorate the fierce struggle of 28th April, 1760. In close vicinity appear the bright *parterres* or umbrageous groves of Bellevue, Hamwood, Bijon, Westfield, Sans-Bruit, and the dark Gothic arches of the Finlay Asylum; and the traveller re-enters by St. John's suburb.....”

Returning to the spot until lately occupied by the St. Louis Gate—a peaceful march or ride to the citadel becomes our object. It is as well to state at once

Près-de-Ville.

The remains of the citadel stood, and are now deposited in St. John's Gate, which recalls the name of the place of ground on which the Citadel, and for the purpose of the famous Citadel in the town dress, with a parade ground was used for that purpose. The Prince's Gate, on the Esplanade, is the members.—The where St. Louis is the sloping sod where we will gallop the famous Citadel Drill Shed, the St. John's Asylum, and out as a Botanical garden, soon lands a monument which marks the well from which the more brings one and path up the St. John's Gate, and a footing above, the range, the seat of beautiful grounds, the art. The artistic embellishments, sing- the hot-house, which the text dwells on the the use to which looms you see villas innu- the rural landscape any indications yet far back as 1542; the Montcalm estab- Murray did likewise artillery at Pointe- to the city by the the heights where lost the second on the British soldiers. quarters in 1775, be- of the Hollands. Charles below, espe- The tourist shortly Bellona, presented the fierce strug- barterres or umbra- fruit, and the dark ters by St. John's Gate—a peaceful all to state at once

that the citadel is an independent and complete fortification of itself, and that it occupies about 40 acres in extent. Passing through Chain Gate and along the ditch we observe the casemated Dalhousie bastion, and reaching Dalhousie Gate find it massive and of considerable depth, containing the guard room. On the right hand there are detached buildings, ammunition stores and armory, on the S. the bomb-proof hospital and officers quarters, overlooking the St. Lawrence, and on the Town side, the bastions with their casemated barracks, commodious and comfortable, the loop holes intended for the discharge of musketry, from within, serving to admit light and air. From the bastion to the Flag Staff, the citadel is separated from the city by a deep ditch and steep and broad *glacis*. The view from the Flag Staff is very grand. The Prince's Feather engraved on a stone is here one of the curiosities, and the Armory close by deserves also an inspection. Returning, the visitors should ascend the ramparts, 25 feet high, on which will be found a covered way, extending from the citadel and passing over St. Louis and St. John's Gates to the Artillery barracks, a distance of 1,837 yards occupied by bastions, connected with curtains of solid masonry, and pierced at regular intervals with sally ports. This forms a delightful promenade, furnishing, especially at St. John's Gate, a series of very fine views.—The artillery barracks at the S. W. corner of the fortifications overlook the valley of the St. Charles. Part of the buildings, which are extensive, was erected by the French in 1750; they are surrounded by fine grounds. Lately a handsome additional barrack was erected for the use of the married men and their families outside of St. John's Gate. The French portion is two stories high, about 600 feet in length by 40 ft. in depth. They are now vacant.—From the artillery barracks the walls, loopholed and embrasured, extend to the eastward and are pierced by Palace and Hope Gates—both of which lead to the valley of the St. Charles. The first was one of the three original gates of the city, and through it a great portion of Montcalm's army—passing in by St. John's and St. Louis Gates, after its defeat on the Plains—went out again, and crossed by the bridge of boats to the Beauport camp. The Palace, St. John's and St. Louis Gates were reported in such a ruinous condition in 1791, that it became necessary to pull them down successively and rebuild them. The present Palace Gate is not more than 40 years old, and is said to represent one of the gates of Pompeii. The handsome gate of St. John's has been built within a very few years.—The above description is that of Mr. W. J. Anderson, author of *Holiwell's New Tourist Guide*.

The monument to the memory of Wolfe and Montcalm in the public garden adjoining Des Carrières st. was erected in 1828, under the auspices of the Earl of Dalhousie, the Governor-in-Chief, and has been restored in 1869. It is about 65 ft. high, and cost about \$3,000. The S. side of the monument, looking towards the river, bears the name of Wolfe, while the opposite side is inscribed with that of Montcalm. On the front is the following inscription:—

MORTEM VIRTUTIS COMMUNEM
FAMAM. HISTORIA
MONUMENTVM. POSTERITAS.
DEDIT.

In a niche, at the second story of a house corner of John and Palace sts., is a small wooden statue of Wolfe which is said to be a good likeness. It is painted in the military dress of that hero. It was stolen some years ago by some middies of an English man-of-war and made a cruise to Bermuda, and then returned. A good plaster bust of Wolfe is also to be seen at the Laval University.

The Hotel Dieu, situated near the Palace Gate, was founded in 1639 by the Duchess d'Aiguillon, with the assistance of Cardinal Richelieu. The grounds consist of about 12 acres, forming part of original property. The corner stone of the building was laid 15th Oct., 1654, by Governor de Lauzon. This charitable community has the mission of attending to the sick; it has about 80 beds, and receives \$640 from Government annually; five medical men are attached to

the establishment. There are 1 superior and 33 nuns.—The General Hospital is situated in the valley of the St. Charles, about 1 mile from the upper town, near the spot where Jacques Cartier passed his first winter in 1535. It was founded in 1693, by Monseigneur de Vallier, second bishop of Quebec, as an asylum for invalids and persons permanently affected with disease, and Charlevoix describes it as "the finest house in all Canada, and would be no disparagement to our largest cities in France." The Bishop expended one hundred thousand crowns in buildings, furniture, etc. The General Hospital is a nunnery governed by a superior and 67 nuns. It is an extensive, plain, but pleasing building, and seen to advantage from the St. Foy road. The average number of the sick and infirm annually received here is 158. It gets annually from Government \$1,876.—The Convent of the Sœurs Grises, or Sisters of Charity, is situated immediately outside of St. John's Gate, and is a handsome building. It was founded by Bishop Turgeon, by the means of subscriptions raised in the whole diocese. There are 66 nuns and 24 novices in the establishment, which contains 136 infirm and orphans. The sisters also give instruction to about 720 little girls, French and English, about $\frac{2}{3}$ of whom pay 10 cents per month. It receives small grants from Government and the School Commissioners, but about \$12,000 have to be provided annually by the labors of the sisters.—The Asylum of the Good Shepherd, situated in St. Louis Ward, was founded in 1850 by subscriptions. There are 74 sisters, and 19 novices; between 400 and 500 young girls receive education here; but in addition, there are 89 penitents and about 30 young girls in this reformatory. Government grant per month for the latter per head \$5; that of the Commissioners of Schools \$800 annually. Total expenses \$17,292. About \$15,000 short receipt have to be raised annually by subscriptions.—The Convent of the Congregation de Notre-Dame, situated opposite St. Roch's church, was erected in 1843; Rev. Mr. Charest, the parish priest of St. Roch, having subscribed \$32,000 of his *personal* means towards this and other educational and charitable institutions within his parish. There are 25 nuns; boarding and part boarding pupils 322, and day pupils 800. There is a branch house of this institution at St. Sauveur, with 9 nuns and 500 pupils. Out of the 1,300 day pupils frequenting the 2 houses, 1,000 get a gratuitous education, 30 pay 20 cents a month, 170 pay 10 cts., 100 5 cts. The Congregation gets annually from Government \$100, and from the municipality of St. Sauveur \$500.—The Maternity of St. Joseph, situated in St. John's suburb, is under the control of charitable ladies of the city, and receives from Government a grant annually of \$480. It was founded in 1852 by Rev. Mr. Auclair and Miss Marie Méthivier.—The Dispensary, established 1866, is supported by the Seminary and the curate of the parish, Rev. Mr. Auclair. Six medical men attend on the Dispensary, which is free to all.—The Christian Brothers' Schools are designated in different wards under the names of Glacis, St. John's, St. Roch, and Commercial Academy. They instruct about 2,278 boys. There are 36 Brothers. This institution gets from the Commissioners of Schools annually \$2,880.

An interesting little pamphlet on the Religious Corporations of Quebec, by Mr. Hubert Larue, M.D., of Quebec, from which the author has borrowed some items, adds, that their whole *personnel* amounts to 11,343; their expenses \$135,721; their grants from Government \$6,746; from School Commissioners \$4,700; their number of pupils 6,161; number of the sick and infirm under their charge 3,974; out of that number 486 receive gratuitous care, food, etc. There are in Quebec 70 priests and brothers and 425 nuns.

St. Roch's suburb, bound to the N. by the river St. Charles, and S. by the descending cape, which towards the Plains assumes a milder aspect, stretches out in a semi-circle from the easternmost point of the lower town to St. Sauveur, east, and forms a very large area which is thickly populated, by mechanics principally. Energy and spirit has made it within the century what it is—a very important portion of the city. Until a year or two along the very sinuous banks of the St. Charles large numbers of vessels of all tonnage were annually built and

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spread much comfort and luxury even among the mechanical class. Manufactories of different kinds have, however, been put in operation since, some on a very large scale. Boot and shoe factories especially are carried on a huge scale. Tanneries are also extensive and numerous in the upper portion. St. Roch has a modern appearance ; its streets are somewhat wide, and many fine stone and brick buildings are to be seen in every quarter. The principal church, called St. Roch, is a noble large cut-stone edifice. St. Roch is connected with the Beauport shore by Dorchester bridge at the extremity of Craig st. ; it is a toll and draw-bridge. About 2 miles higher up the St. Charles is crossed by Bickell's new bridge. The Marine Hospital, situated in this quarter, is for the use of sailors and immigrants, and is a beautiful edifice of 4 stories. It cost over \$60,000, and will accommodate about 400 patients. The whole of this part of the city is rich in historical reminiscences. Stadacona village, where Jacques Cartier wintered in 1535 and 1536, was then an Indian village, where Stadacona, the chief, resided ; it is across the River St. Charles, and contains a few saw mills, whose saws are rusting in idleness, but some factories have lately been established there, viz. : the Canada Cast Steel Co., manufacturing steel from iron ore direct in one process (patent) ; also a glue, starch and vinegar factory, established lately by a Belgian, Count L. Arschoot.

The churches (not already mentioned) are : Roman Catholic : *Congreganists*, cor. St. Joseph and Caron sts., (St. Roch's) ; *Congregational*, cor. St. Helen and Palace sts. ; St. Jean-Baptiste, St. John st., outside the gate ; St. Patrick's, St. Helen st.—*Episcopal* : Garrison Chapel, St. Stanislas st. ; St. Matthew's, St. John's st., without ; St. Michael's Chapel, Sillery Heights, Cap Rouge road ; St. Paul's (Mariners') Chapel, Diamond harbor ; St. Peter's Chapel, St. Vallier st., St. Roch.—*Church of Scotland* : St. Andrew's, Little St. Ann st. ; *Presbyterian* Free Church, Cape— ; *Baptist* Church, St. Helen st. ; *Congregational* Church, cor. St. Helen and Palace sts. ; *Wesleyan* Church, cor. Dauphine and St. Stanislas sts. ; *Jewish Synagogue*, Garden st.

The High School, a Gothic building of grey granite, on the Glacis, facing the citadel, with a lofty hall, 42 x 30 ft., was erected in 1865 and cost \$15,000. The school was estab. 1842 and incorporated in 1845. It is non-sectarian and attended by about 100 boys of all denominations ; there are 3 teachers. It is under the control of 15 trustees, chosen annually from its shareholders, who derive no pecuniary benefit as such. The revenue from fees is \$2,400 ; Government grant \$1,285.—The common Protestant schools—one in Artillery st. has 90 pupils, 2 teachers and 2 pupil teachers ; another at Diamond Harbor, from 80 to 100 pupils, 1 teacher and 1 pupil teacher.—There is also the National School, under Episcopal Church, in D'Auteuil st. open to children of all denominations, about 150 pupils, 2 teachers. Total salaries about \$2,500. These schools are supported partly by voluntary subscriptions, partly by a grant from the Superior Education Fund, also by a grant from the Commissioners of Protestant schools. At all these schools small fees are charged, while some pupils are received gratuitously. There are besides a great many private schools, at which a large proportion of the children are educated.

Morrin College, a large stone building at the head of St. Stanislas st. upper town, consists of a centre and 2 wings, 150 x 50 ft. It was built by Government in 1812 for a prison and was occupied for that purpose for over 50 years, and is stated to have cost \$75,000. The subterranean cells are quite a curiosity. This building was purchased from Government for \$12,000, was altered very much and repaired, and the college was endowed by the founder, Dr. Morrin, as a Presbyterian college. The S. wing contains the College Hall, the N. wing the Literary and Historical Society, whose splendid library is placed at the service of the students of the college. The college is affiliated to McGill University of Montreal, for the object of enabling the students to obtain degrees of B. A. and M. A. One of the students has had the honor of obtaining the Gilchrist scholarship.

The Literary and Historical Society, in above mentioned building, was estab.

1825 by Earl of Dalhousie, under Royal charter. There are 265 members and the library, which is beautifully arranged, is composed of 12,000 vols. and many rare MSS. A very valuable museum belongs to the Society, superintended by Mr. J. M. Lemoine, the enthusiastic zoologist and entomologist.

The City of Quebec, founded by Champlain in 1608, was incorporated 25th June, 1840. It is divided into 8 wards, viz : Jacques Cartier, St. John's, Montcalm, St. Roch's, Palace, St. Peter, St. Louis, Champlain. The area is 1,180 acres; the population, exclusive of that of St. Sauveur, which is very populous, is 44,538, 34 of which are French-Canadian. The revenue, including water works, is \$325,000; assessment on property, 10 cents on the \$ on annual value; real estate, \$24,000,000, out of which \$8,000,000 is not taxed—being either Imperial, Provincial Government, School and Religious property. The municipal officers' salaries are : Mayor, \$1,200; clerk, \$1,300; asst. clerk, \$700; treasurer, \$1,600; asst. treasurer, \$800; accountant, \$1,000; surveyor, \$1,600; recorder, \$2,000; clerk, \$1,200; chief of fire dept., \$800; sub.-chief fire dept., \$700; chief operator fire dept., \$800. The Police force is composed of 75 men, all told. The Water Works, situated near lake St. Charles, 8 miles N. W., was established 1853; it cost \$1,500,000. The Fire Dept. is very well organized; there are 6 fire stations, 3,500 ft. hose; the paid brigade is composed of 30 men. There is no use for engines, the force of water being so great that hose alone are required. The Fire Alarm Telegraph Dept. has 45 boxes or batteries, No. 1 at Central Fire Station, Ursule st.—Gas Works and office, Orleans wharf.

To the Superintendent of Cullers, Mr. W. Quinn, the author owes the following statistics (for the year 1871) concerning the lumber trade of Quebec. Of timber (brought in rafts down the St. Lawrence, from all parts), comprising white and red pine, oak, elm, ash, basswood, butternut, tamarac, birch, maple, hemlock, spruce, blk. walnut, hickory, white wood, cherry 501,765 pieces—representing 26,965,999 cubic feet, or 323,591,988 feet, board measure.—Of deals, planks and boards (pine and spruce principally), 150,000,000 ft., board measure.—Of staves, 2,862,437 pieces—the greater amount being shipped to all parts of the world.—The value of bare city business lots in St. Peter st. is said to be \$1 the square foot; in St. John st., upper town, it is quoted at 50 cts.

Newspapers : dailies, are the *Gazette* (cons.), estab. 1766, (the oldest paper of the country); *Mercury* (cons.), estab. 1800; *Le Canadien* (cons.), estab. 1808; *Le Journal de Québec* (cons.), estab. 1842; *Le Courrier du Canada* (cons.), estab. 1856; *L'Événement* (ref.), estab. 1867.—Weeklies : *Irish Sentinel* (ref.), Sat.; *Budget* (cons.), Sat.; *Journal of Education* (French and English), estab. 1856; *Le Naturaliste Canadien*; *L'Espérance* (cons.); *La Gazette des Familles*, (lit.)

The Banks are : Bank of Montreal, British North American Bank, Quebec Bank, Banque Nationale, Union Bank; all in lower town. The Banque d'Épargne, or Savings Bank, is in John st., upper town; Quebec Provident and Savings Bank, in connection with Union Bank, is on Place d'Armes.

Foreign Consuls : United States, Hon. F. G. L. Struve; France, Partial Chevalier; German Empire, C. Piti; Belgian, A. Joseph; Norway and Sweden, Netherlands, Argentine Confederation, C. Johnsen, (acting); Denmark, G. T. Pemberton; Spain, J. M. de Satrustegui; Portugal, C. H. E. Tilstone; Chili and Peru, J. Laird; Montevideo, C. P. Champion.

Railways : The Quebec, Gosford and Lake St. John Railway (wooden rails) was commenced in 1869; it extends at present from Quebec to Gosford, 26 m. N. E.; the gauge is 4 ft. 8½ inch.; this road is used principally for carrying lumber and cord wood to the city. It is contemplated, however, to lay iron rails in 1873, in the place of the wooden ones, and extend it to Lake St. John, 150 m. altogether. Land grant is 10,000 acres to the mile. General Office, Quebec, cor. St. Peter and Mountain sts.; M. W. Baby, Pres.; J. B. Hulbert, Lessee and Manager.

Projected Railways : The North Shore Railway, from Quebec to Montreal, 158

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miles, with branch from Three-Rivers to Grandes-Piles, 40 m. N.; total length, 198 m.; commenced grading 18th July, 1872, and to be completed for traffic 1st January, 1875; gauge 4 ft. 8½ inch.—General Offices, Quebec, Place d'Armes; Hon. Joseph Cauchon, Pres.; General S. Seymour, Chief Engineer.—Levis and Kennebec Railway—from Point-Levis to State Line, (Maine) 84 m. S. E., to join the Wiscasset and Somerset Railway, and Somerset and State Line (American roads).—Wiscasset, port near Portland (Maine), will be the terminus—thereby reducing the distance from Quebec to Portland about 140 m. The Sherbrooke and Eastern Townships Railway will intersect the Levis and Kennebec Railway near St. Francis, about 40 m. from Point Levis, and thereby shorten the route from Quebec to Boston, and making same gauge 4 ft. 8½ inch. through.

The beautiful Island of Orleans, which serves as a shelter to the bay on the E., divides the river into the N. and S. channel; its distance from the city is about 4 miles. It is reached by a steam ferry boat. The length of the island is 19 m. by 5½ m. wide; it contains 5 parishes. The soil is rich, and produces besides grain and roots fine qualities of fruit. The inhabitants are principally French-Canadians.—The Indian Loretto village, distant about 9 m. north from the city, is reached by several roads, by Charlesbourg, and another along the E. bank of the St. Charles river. This village was founded in 1697. The Hurons who inhabit it had first resided at Sillery; to which seigniori, it is said, they still lay claim, it having been granted to them in 1651. Loretto is beautifully situated on the E. side of the river St. Charles. A small bridge across the rapids just above a pretty fall, connects it with the village of St. Ambroise. The population of Loretto is at present about 250. This remnant of the once powerful Hurons, like all civilized red men, live by themselves, and do not profit by surrounding influences. Their occupations consist in manufacturing snow-shoes, toboggens (thin sleds), moccasins and other objects. Their chief, Zacharie Vincent, who boasts of having pure Huron blood, contracts largely with the merchants of Quebec and Montreal, for moccasins especially, and keeps the whole tribe busy at work the whole year around. These Indians profess the Roman Catholic faith, and have a resident missionary and church.—The Falls of Montmorenci, about 8 m. N.E., is one of the surrounding wonders, which no one should omit to see. Through Palace Gate, and Dorchester bridge (toll), rolling from here to Beauport over the intrenchments erected by Montcalm, the stranger will find the scenery all around most delightful. This road, as well as all other roads about Quebec, is macadamized and kept in fine order. Before getting to the falls, on the left is the Beauport village and Lunatic Asylum, the largest and finest stone building of the kind in the country. It contains at present about 700 patients, male and female. The unequalled height of the falls, nearly 250 ft. high, with a width at the brink of nearly 20 yds., and the great body of water which rushes with incredible velocity down the headlong height, forms a combination of the sublime and beautiful. It is situated in the centre of a large gap in the N. bank of the St. Lawrence, about 300 yds. in extent, through which its waters pass in a wide and shallow stream after emerging from the chasm among the rocks at the foot of the fall, where the most beautiful view is to be obtained. About a mile above the falls the Natural Steps are situated; they are a great curiosity. Immediately below the falls stand the towers of a suspension bridge which was built nearly 20 years ago, and which soon fell after its completion. In the winter the falls are much frequented by pic-nickers, for the amusement of sliding down with the *toboggen* on the ice cone which is then formed upon a rock in front of the falls. This cone is generally 80 ft. high, but another is usually formed alongside, of inferior altitude, called the "ladies' cone." On the hill close to the Falls is a house which was formerly the abode of the late Duke of Kent.—The Chaudière Falls, on the River Chaudière, 9 m. above Quebec, are also a favorite resort, on account of the romantic wildness of the scenery which surrounds them. Few falls can be compared with this for picturesque beauty. The River Chaudière, which forms this beautiful cascade about 3 m. from its mouth, takes its rise in Lake Megantic, and after a wild and

rapid course of 102 m. joins the St. Lawrence, about 6 m. above Quebec, on the south shore. It was along this river that Arnold came, in 1775, from Boston with his 1,100 men to attack Quebec. Gold is found on the Chaudière river. — The Falls of Ste. Anne, 24 m. below Quebec, on the north shore, situated on the river of same name, assume novel and attractive forms; the scenery is very picturesque and beautiful. It is reached by Beauport, Ange-Gardien and Chateau-Richer road. At the latter place snipes and wild ducks make it a good shooting ground.

—THE LAKES: Of these Lake St. Charles possesses the most attractive scenery, and is the favorite resort of pic-nic parties in the summer. It lies 13 m. N. of Quebec. Lake Beauport, about 4 m. N. E. of Lake St. Charles, is also picturesque and agreeable. The great attraction of this lake is its trout, the finest in flavor and condition in the vicinity of Quebec. There are many other lakes in vicinity, which are also good fishing places and are much frequented.

The late celebrated Canadian Surveyor-General and elegant writer Joseph Bouchette, whose sons, Joseph Bouchette, Deputy Surveyor-General, at Quebec, and R. S. M. Bouchette, Commissioner of Customs, at Ottawa, fill up remarkably well the reputation he left behind him, describes graphically how the *habitants* cross the River St. Lawrence from Point Levis to Quebec, through the piles of broken ice, before the ice-bridge is formed in winter. There is sometimes much danger in the trip, occasioned by the tides and wind, but the hardy canoe men manage well and rarely meet with any serious accident. The ice-bridge is generally formed at the end of December, and remains firm till the middle of April.

MASONIC: Albion, —, 2nd Fri.; St. John's, 1, 2nd Wed.; St. Andrew's, 5, 1st Wed.; Harrington, 8, 3rd Mon.; St. George, —, 1st Mon.; Stadacona, Ch. 13, 2nd Thurs. in Jan., April, July and Oct.; meet in Masonic Hall, St. Louis st., opposite St. Louis Hotel. — Sons of Temperance, Gough, 3, Tues.; St. Lawrence, 16, Mon.



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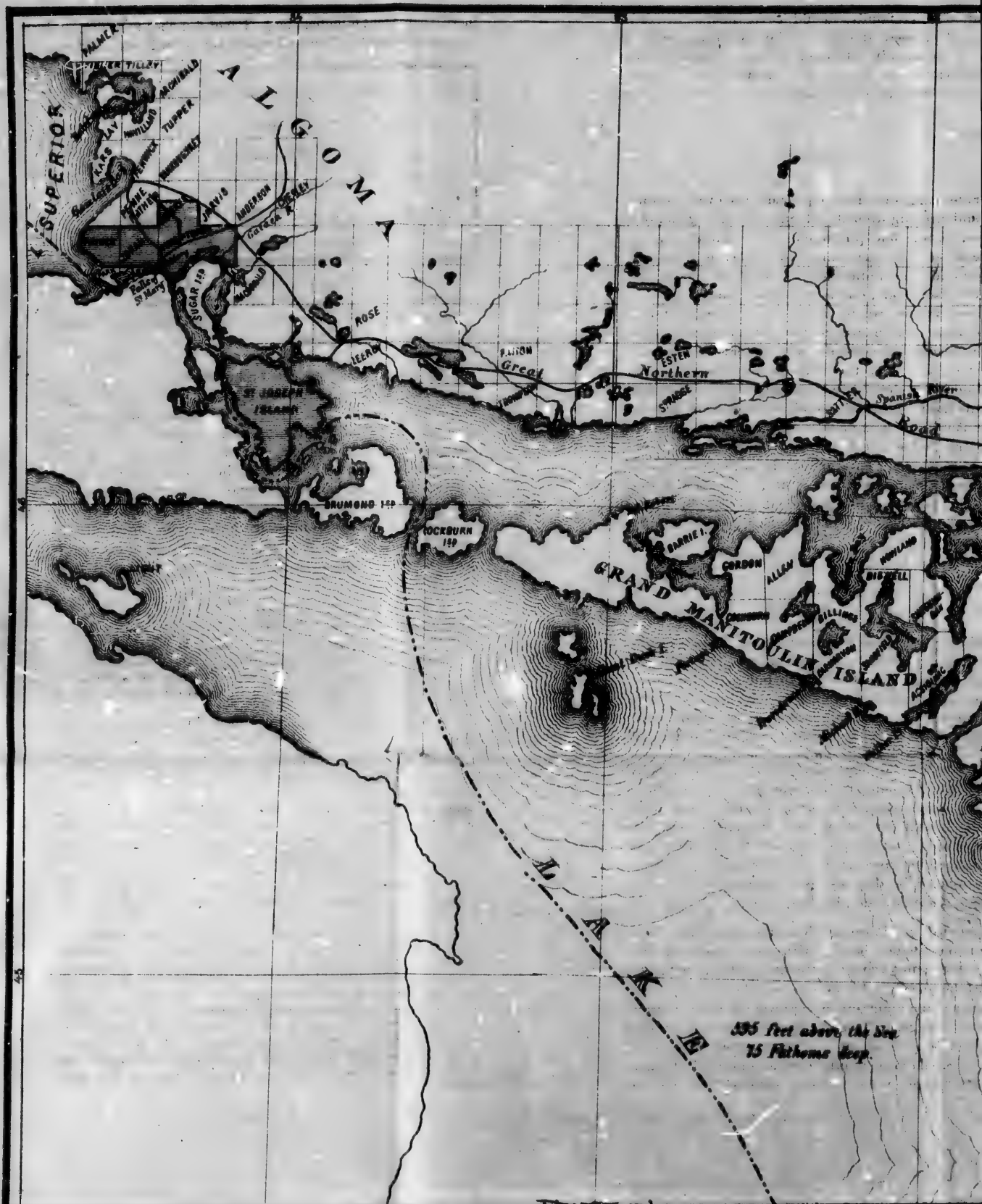
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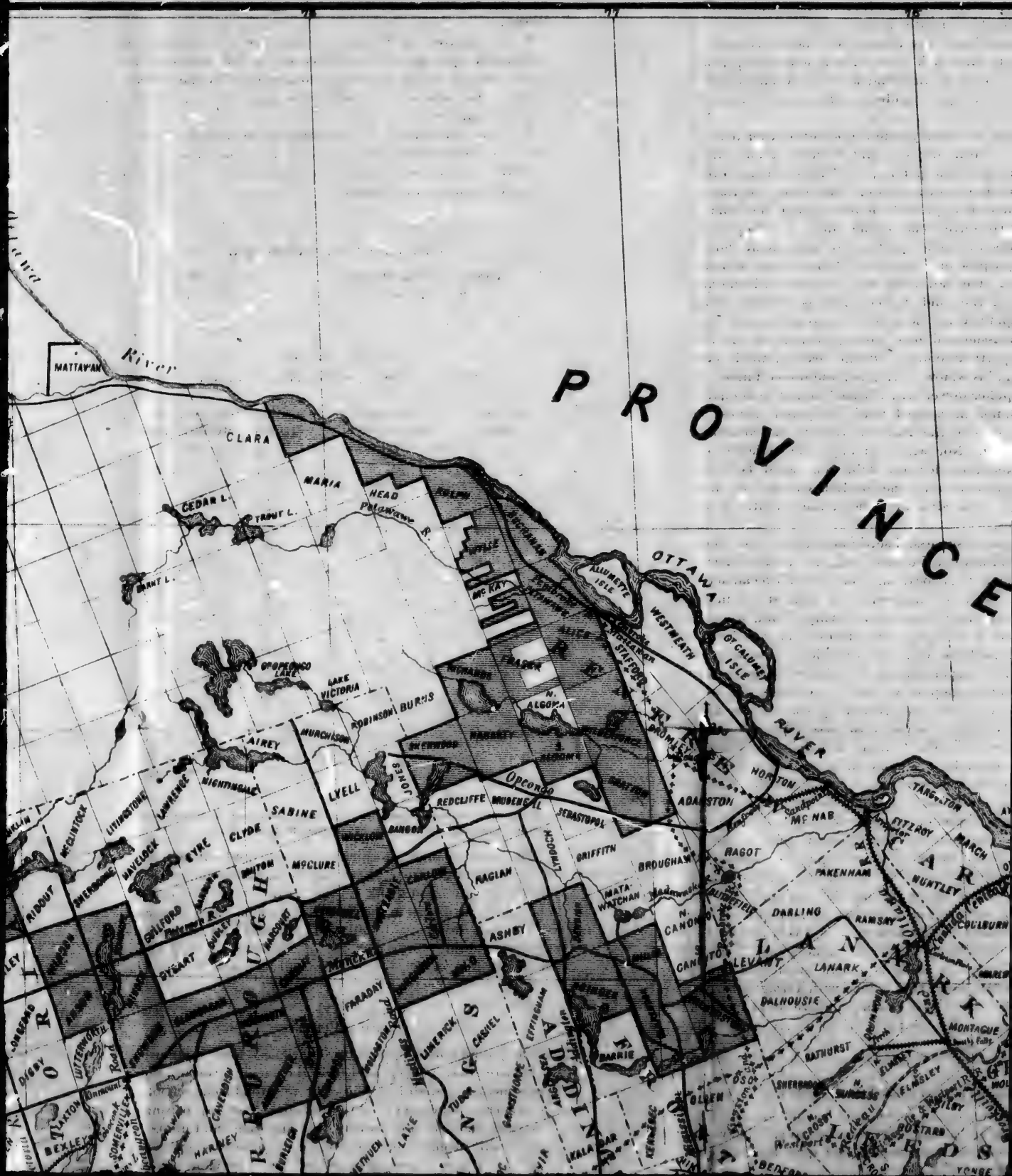
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TABLE OF DISTANCES.

By Grand Trunk R.R.

Quebec to Montreal	172 Miles.
" " Cornwall	229 "
" " Prescott	284 "
" " Brockville	297 "
" " Kingston	344 "
" " Belleville	392 "
" " Cobourg	438 "
" " Port Hope	442 "
" " Whitby	475 "
" " Toronto	506 "
Toronto to Guelph	48 "
" " Stratford	88 "
" " London	120 "
" " Goderich	183 "
" " Sarnia	168 "

By Great Western R.R.

Toronto to Hamilton	30 Miles.
" " Harrisburgh	68 "
" " London	116 "
" " Chatham	179 "
" " Windsor	226 "

By G. W. and the Wellington, Grey & Bruce R.R.

Hamilton to Harrisburgh	10 Miles.
" " Galt	31 "
" " Guelph	47 "
" " Elora	60 "
" " Fergus	63 "
" " Harrisburgh	95 "

By Toronto & Nipissing R.R.

Toronto to Uxbridge	43 Miles.
" " Woodville	63 "
" " Cobosank	87 "

By Toronto, Grey & Bruce R.R.

Toronto to Orangeville	40 Miles.
" " Mt. Forest	86 "

By Prescott & Ottawa R.R.

Prescott to Ottawa	54 Miles.
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By Brockville & Ottawa R.R.

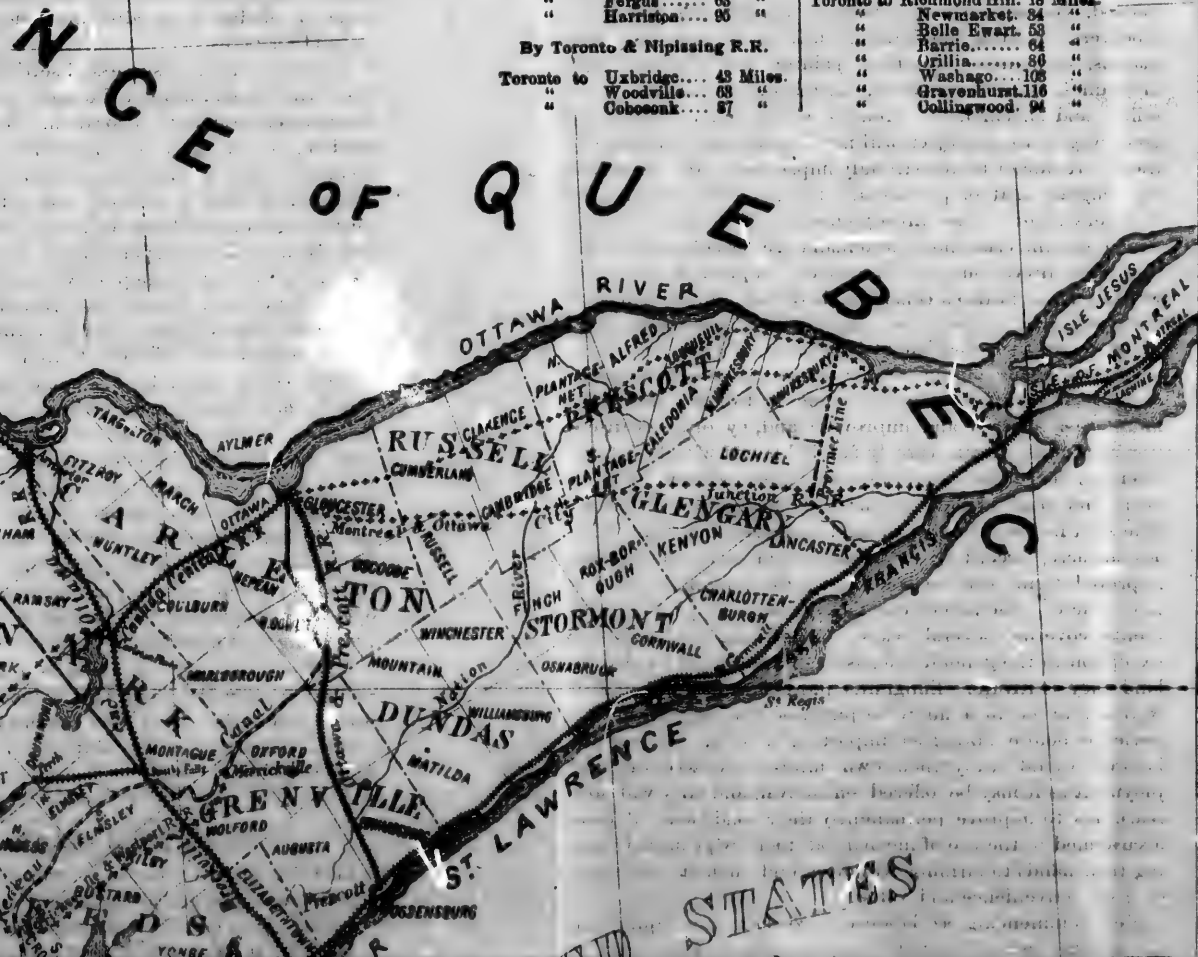
Brockville to Perth	40 Miles.
" " Carleton Pl.	45 "
" " Arnprior	69 "
" " Ottawa	73 "
" " Sandpoint	74 "

By Midland R.R.

Port Hope to Peterboro'	31 Miles.
" " Lakefield	40 "
" " Lindsay	43 "
" " Beaverton	66 "

By Northern R.R.

Toronto to Richmond Hill	18 Miles.
" " Newmarket	34 "
" " Belle Ewart	53 "
" " Barrie	64 "
" " Orillia	80 "
" " Washago	108 "
" " Gravenhurst	116 "
" " Collingwood	94 "



REGISTERS OF THE LABOUR MARKET, and of improved Farms for sale, are kept at the Immigration Agent where employment can be most readily obtained. PERSONS DESIRING FULLER INFORMATION RESPECTING THE PROVINCE viz: W. M. DIXON, 11 Adam Street, Adelphi, London, W. C.; HENRY J. LARKIN, 14 South Frederick St., Dub Also to the following Immigration Agents in Canada, viz: JOHN A. DONALDSON, Toronto; R. H. RAE, from whom full particulars can be obtained; or from W. Edwards, Secretary Department of Public Works and Im

The Free Grant Lands at present comprise fifty-nine Townships, each containing five hundred and thirty-six sections, each containing thirty-six sections, as fast as they are surveyed. Other Townships will be set apart for Free Grant purposes, as fast as they are surveyed.





REFER

- Existing Railroad
- Projected Railroad
- Canal
- County
- Province
- Domestic
- Free

SCALE

20 miles to





REFERENCES.

- Existing Railways
- Railways under construction
- Projected Railways
- Colonization Roads
- Canals
- County Boundary lines
- Provincial Boundary lines
- Dominion Boundary line
- Free Grant Lands

SCALE

20 miles to an inch

0 5 10 15 20 25 30 miles

MAP OF PART OF THE PROVINCE OF ONTARIO CANADA

Compiled and prepared for the

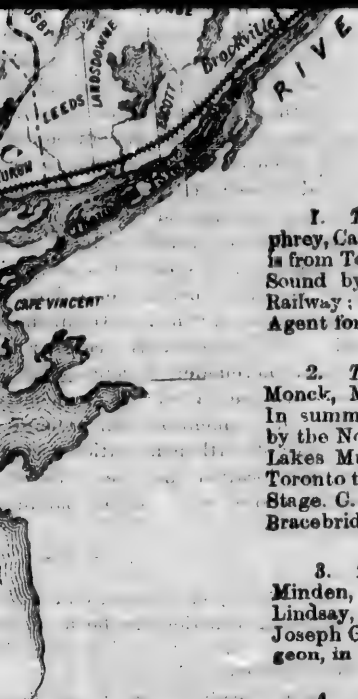
DEPARTMENT OF PUBLIC WORKS

FROM THE LATEST GOV. SURVEYS, MAPS, &c. &c.

by

W. J. S. HOLWELL, P. I. S.

1872



UNITED

1. *The Parry Sound Agency.*—This contains eight townships, McDougall, Foley, Humphrey, Cardwell, Christie, McKellar, Hagarman, and Ferguson. In summer the best route is from Toronto to Collingwood by the Northern Railway, and from Collingwood to Parry Sound by Steamer. In winter the route is from Toronto to Barrie by the Northern Railway; and from Barrie to Parry Sound by Stage. John D. Beatty is the Government Agent for these townships; his office is at Parry Sound, in the township of McDougall.

2. *The Muskoka Agency.*—This contains eleven townships, Muskoka, Draper, Monck, Macaulay, McLean, Watt, Stephenson, Brunel, Stisted, Chaffey, and Medora. In summer the route is from Toronto to Gravenhurst, at the foot of Lake Muskoka, by the Northern Railway; and from Gravenhurst to Bracebridge, and the ports on Lakes Muskoka, Rosseau, and Joseph, by Steamer. In winter the route is from Toronto to Gravenhurst by the Northern Railway, and from thence to Bracebridge by Stage. C. W. Lount is the Government Agent for these townships; his office is at Bracebridge, in the township of Macaulay.

3. *The Bobcaygeon Road Agency.*—This contains six townships, Anson, Hindon, Minden, Stanhope, Snowden, and Glamorgan. The route is from Port Hope to Lindsay, by the Midland Railway; and thence to Bobcaygeon by Steamer or Stage. Joseph Graham is the Government Agent for these townships; his office is at Bobcaygeon, in the township of Verulam.

4. *The Burleigh Road Agency.*—This contains four townships, Anstruther, Chandos, Monmouth, and Cardiff. The route is from Port Hope to Lakefield by the Midland Railway; and thence to Paudash by Stage. D. Anderson is the Government Agent for these townships; his office is at Paudash, in the township of Cardiff.

5. *The Hastings Road Agency.*—This contains six townships, Dungannon, Mayo, Herschel, Monteagle, Carlow, and Wicklow. The route is from Belleville, along the Hastings Road, to L'Amable by Stage. J. R. Tait is the Government Agent for these townships; his office is at L'Amable, in the township of Dungannon.

6. *The Mississippi Road Agency.*—This contains five townships, Clarendon, Palmerston, Miller, Abinger, and Denbigh. The route is from Brockville to Perth by the Brockville and Ottawa Railway; and thence to Genley by Stage. E. Playfair is the Government Agent for these townships; his office is at Genley, in the township of Clarendon.

7. *The Ottawa and Opereongo Road Agency.*—This contains six townships, Grattan, Wilberforce, South Algona, Hagarty, Richards, and Sherwood. The route is from Brockville to Arnprior by the Brockville and Ottawa Railway; and thence to Eganville by Stage. S. G. Lynn is the Government Agent for these townships; his office is at Eganville, in the township of Grattan.

8. *The Pembroke and Mattawan Road Agency.*—This contains eight townships, Alice, Fraser, Petewawa, McKay, Buchanan, Wylie, Rolph, and Head. The route is from Brockville to Arnprior by the Brockville and Ottawa Railway; and thence to Pembroke by Stage. J. P. Moffatt is the Government Agent for these townships; his office is at Pembroke, in the township of Pembroke.

9. *The Algoma District Agency.*—This contains five townships, Prince, Turenorne, Awera, Korah, and St. Mary. The route is from Toronto to Collingwood by the Northern Railway; thence by Steamer to the Sault Ste. Marie. Joseph Wilson is the Government Agent at the Sault.

10. *The St. Joseph Island Agency.*—The route is the same as to Algoma. John Bowker is the Government Agent; his Post Office is Bruce Mines.

Department of Agriculture and Public Works, 1872.

ARCHIBALD MCKELLAR,
Commissioner.

ices in the Province, and at the Quebec Agency; where arrangements are made for directing immigrants to those points of ONTARIO are invited to apply personally, or by letter, to the Canadian Government Emigration Agents in Europe, viz: CHARLES FOY, 11 Claremont St., Belfast; and DAVID SHAW, 24 Oswald St., Glasgow.
Hamilton; W. J. WILLS, Ottawa; RICHARD MACPHERSON, Kingston; L. STAFFORD and G. T. HAIGH Quebec, migration, Toronto.

ARIO

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THE PROVINCE OF ONTARIO.

The Province of Ontario is situate to the North of the River St. Lawrence, and of the great lakes, Ontario, Erie, Huron, and Superior. The River Ottawa, a noble stream, divides it from the Province of Quebec. The soil of the country varies in different localities, but a large proportion is of the very best description for agricultural purposes; its water communication, by means of the great lakes, is unsurpassed: in mineral wealth (excluding the one article, coal) it is probably equal to any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, &c. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

No portion of the Dominion offers greater inducements to emigrants, Ontario is essentially an agricultural country. The producing class, then, is that which the country needs—men to clear the forest lands, to cultivate the soil, to build houses, to make the ordinary household goods, and to open up communication from one part of the country to another, by the construction of roads and railways. The classes most needed, consequently, are farmers, agricultural and other labourers, building mechanics, such as bricklayers, stone-masons, carpenters, plumbers, painters and glaziers; other mechanics, as cabinet-makers, tinsmiths, blacksmiths; also florists and shoemakers. Men to whom plenty of work and good wages are an object, will find Ontario just the place for them. It cannot be too strongly impressed upon the intending emigrant that of professional men, and of book-keepers and clerks, Ontario has already enough and to spare. Of the female sex the class most in demand are household servants: these are always sure of immediate employment, at good wages. There is also a considerable demand for dressmakers, milliners, and seamstresses, all of whom can obtain much better wages than they can at home.

Farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved; and, by ordinary discretion and industry, can scarcely fail, if blessed with health and strength, very materially to improve their condition in a few years, and to afford their children, as they grow up, a favourable start in life. Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in a hurry to purchase, but to get some experience before taking so important a step. Agricultural laborers would study their own interest by accepting employment as it may be offered on arrival, and they will soon learn how to improve permanently their condition. Persons accustomed to the use of mechanical tools, who intend turning their hands to farming, will often find such an acquisition of great convenience and value.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition

habitable house, at least 16 x 20 feet in size; and to reside on the land at least six months in each year.

The Free Grant Lands are marked on the official map by being shaded with fine black lines. Fifty-nine townships, each containing from 50 to 60 thousand acres, have already been set apart; and others will be added as they may be required for settlement.

The settler may not cut any pine timber, except for fencing, building, or other farm purposes, and in clearing for cultivation, until the issue of the patent; or if it be cut the settler must pay timber dues to the Crown. The object of this reservation of timber is to protect the *bona fide* settler, and to ensure the actual settlement of the land. It is to prevent persons going upon it, under pretence of settlement, but in reality for the purpose of stripping it of the timber, which is very valuable. It does not in any way interfere with the man who settles upon the land in good faith, as he is authorized to clear it as rapidly as his industry or means may permit; and after the patent issues, all pine trees remaining on the land become his property absolutely. On the death of the locatee, the land vests in his widow, during her widowhood, unless she prefers to accept her dower in it. The land cannot be alienated, except by will, nor mortgaged until the patent issues, nor within twenty years of the location, without the consent of the wife, if living. Nor will it at any time be liable to be sold under execution, for any debt contracted before or during the twenty years after the location, except for a mortgage or pledge given after the issue of the patent. It may be sold for taxes.

In order to make a successful settlement upon a free grant, the settler should have at the least from £40 to £50 (\$200 to \$250) after reaching his location. But it would be an act of wisdom, on the part of immigrants on their arrival in the country, to deposit their money in a Savings Bank, where it would draw from 4 to 5 per cent. interest, and go out for a year as agricultural labourers. The experience thus acquired will far more than compensate for the time lost. The settlers are always willing to help new comers. A house, such as is required by the Act, could be erected by contract for from £8 to £10 (\$40 to \$50); but with the assistance which a settler would certainly receive from his neighbours, it might be erected for even less. Should it be desired to clear the land by hired labour or by contract, in order to bring it more rapidly into cultivation, the cost would be from £3 to £4 per acre. The best season of the year to go on to a free grant is the month of September, after harvest work in the old settlements is over. There is time to put up a house, and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. In this way, a crop can be got in during the first spring. The operation of putting in the first crop is a very simple one. Ploughing is at once impracticable and unnecessary. The land is light and rich. All it needs is a little scratching on the surface to cover the seed. This is done with a drag or harrow, which may either be a very rough primitive implement—a natural crotch with a few teeth in it—or it may be carefully made and well finished.

SETTLERS' HOMESTEAD FUND.

In 1871, the Legislature of Ontario passed an Act "To encourage settlement in the Free Grant Territory" and which provided that a certain sum should be set apart from the consolidated fund and be expended in the clearing and fencing

be paid to the Commissioner of Agriculture and Public Works.

8. No Squatter, or Squatter's claims, will be allowed or recognized upon any of the cleared lots in the said Township of Ryerson, or in regard to any lots selected by the Government to be cleared in the said Township, under any circumstances whatever.

9. In all other matters regarding the settlement of these lots, the locatees will be subject to the conditions of the "Settlers' Homestead Fund Act," and to any Orders and Regulations made thereunder.

THE THROUGH FARES ARE:

Toronto to Bracebridge.....	\$3.50
" " Rosseau.....	4.00

MONEY TABLE.

STERLING MONEY IN CANADIAN CURRENCY.

Sterling Money.	Its equivalent in dollars and cts.	Canadian currency.	Its equivalent in Sterling Money.
£ s. d.	\$ cts.	\$ cts.	£ s. d.
1	02	01	01
2	04	02	1
3	06	03	1 1
4	08	05	2
5	10	10	5
6	12	15	7 1
7	14	20	10
8	16	25	1 0 1
10	20	50	2 1
11	22	1 00	4 1
1 0	24	2 00	8 3
1 3	30	3 00	12 5
1 6	36	4 00	16 5
1 9	43	5 00	1 0 6 1
2 0	49	6 00	1 4 8
2 6	61	10 00	2 1 1
5 0	1 22	20 00	4 2 2 1
10 0	2 43	25 00	5 2 9
1 0 0	4 87	50 00	10 5 6 1
5 0 0	24 33	100 00	20 10 11 1

For general purposes, it will be sufficient to remember that the Canadian cent and the English half-penny are almost identical in value.

The safest manner in which to bring or send out money to Ontario in large sums, is by bill of Exchange or letter of credit on any good Bank in the Province. These can be obtained from Banks in the United Kingdom. The Emigrant should not bring Bank bills for personal and immediate expenses, bring sovereigns, or for small sums Post Office Money Orders on Offices in Ontario will be perfectly safe.

EDUCATION.

The public school system of Ontario is a Free system. 1. It declares that "every child from the age of seven to twelve years inclusive, shall have the right to attend some school, or be otherwise educated." 2. It provides that any parent or guardian who does not provide that any such child under his care shall attend some school, or be otherwise educated, shall be subject to certain penalties. 3. It provides for reli-

date passengers, 15 cubic feet of baggage, free rate of One Shilling and freight, and the customary

All other particulars can be obtained from Messrs. Brothers and Co., James Street, Londonderry; to J. Glasgow; or to the Agents of the United Kingdom to Quebec to ALLANS, RAE and CO. in Hamilton, MacGREGOR; in Ottawa, to I. Kingston, Belleville, Cobourg, Bowmanville or WHITMAN EXPRESS COMPANY; in Toronto, to G. T. RAILWAY COMPANY; in Goderich, to P. I. CHAPMAN; in Newmarket, to

Corner York

THE LONDON

LONDON

The following Steamers Grand Trunk and other Railways

Steamers Medway.

" Niger.

" Scotland.

" Tweed.

Will sail during the Season and Montreal, leaving London and Plymouth and sailing from

Steerage—26 6

Certificates issued to passengers of their friends to Canada

For particulars apply to

Messrs. T. & C.

Through passengers by Lines booked to and from Canada at an additional charge

STATIONS.	To or from Quebec.	
	Cabin.	Stag.
Cornwall.....	Cy. \$4.12	Cy. \$2.1
Prescott.....	5.62	3.1
Ottawa.....	7.25	4.0
Kingston.....	7.25	3.6
Belleville.....	8.87	4.6
Cobourg.....	10.00	4.6

Children between three and three years, free.

ONTARIO

ASSISTED PASSAGE

The Government of Ontario

diate passengers, 15 cubic feet, and steerage passengers 10 cubic feet of baggage, free. All excess will be charged at the rate of One Shilling and Sixpence, stg. per foot for ocean freight, and the customary rate per rail.

All other particulars can be obtained on application to Allan Brothers and Co., James Street, Liverpool, and 85, Foyle Street, Londonderry; to J. & A. Allan, 73, Great Clyde Street, Glasgow; or to the Agents of the Company in the cities and towns of the United Kingdom; and in Canada, by applying in Quebec to ALLANS, RAE and Co., in Toronto to H. BOURLIER, or R. ARNOLD; in Hamilton, to GEO. A. YOUNG; in Galt to A. MACGREGOR; in Ottawa, to D.W. COWARD and Co.; in Brockville, Kingston, Belleville, Cobourg, Oshawa, Port Hope, Peterborough, Bowmanville or Whitby, to the Agents of the CANADIAN EXPRESS COMPANY; in Guelph, to G. A. OXNARD; in Stratford, to G. T. RAILWAY COMPANY'S AGENT; in London, to W. THARP; in Goderich, to P. H. CARTER; in St. Catharines, to R. A. OKARKE; in Newmarket, to WM. DAVIS.

H. & A. ALLAN, Agents,
Corner Youville and Common Streets, Montreal.

THE LONDON LINE OF STEAMERS.

LONDON TO QUEBEC.

The following Steamers running in connection with the Grand Trunk and other Railways in Canada—

Steamers Medway.	Steamers Thames.
" Niger.	" Severn.
" Scotland.	" Nile.
" Tweed.	" Hector.

Will sail during the Season of 1872, between London, Quebec and Montreal, leaving London every Wednesday, calling at Plymouth and sailing from thence every Friday.

Steerage—£6 6s. Cabin—£15.

Certificates issued to persons desirous of prepaying the passage of their friends to Canada.

For particulars apply to

Messrs. TEMPERLEY, CARTER & DARKE,

26 Belliter St., London, E. C.

DAVID SHAW, Montreal,

or T. P. HOLCOMB, Toronto.

Through passengers by the above and other Steamship Lines booked to and from the different railway stations in Canada at an additional charge, as undernoted:—

STATIONS.	To or from Quebec.		STATIONS.	To or from Quebec.	
	Cabin.	St'age.		Cabin.	St'age.
	Cy.	Cy.		Cy.	Cy.
Cornwall.....	\$4.12	\$2.12	Oshawa.....	\$10.75	\$5.12
Prescott.....	5.62	3.12	Toronto.....	10.80	5.12
Ottawa.....	7.25	4.00	Guelph.....	12.37	5.25
Kingston.....	7.25	3.62	Stratford.....	12.62	6.00
Belleville.....	8.87	4.62	London.....	12.87	6.00
Cobourg.....	10.00	4.62			

Children between three and twelve years, half fare; under three years, free.

the emigrant, if with a family, should leave them at the way station and proceed at once to the steamship office; and, if not already informed by letter, enquire what outfit is required for the voyage, the cheapest place to procure them, and at what time and place he will embark.

OUTFIT.

The steerage emigrant has to provide his own bedding and eating and drinking utensils, which consists in general one mattress, 1s. 8d.; one pillow, 6d.; one blanket, 3s. one water can, 9d.; one quart mug, 3d.; one tin plate, one wash basin, 9d.; one knife and fork, 6d.; two spoons, one lb of marine soap, 6d.; one towel, 8d.—total, 9s. 6d. whole of these articles can be obtained at a sea port in a few minutes time. The greater part of this information, emigrant will doubtless have received by letter; but it should be confirmed on arrival at the port of embarkation, as published time for the departure of steamers is often changed. The emigrants must be careful to embark in vessels that direct for Canada, as by going via the United States they be put to extra trouble and expense. The emigrants should not give heed to any representations made to them by run and other interested parties who infest the Docks and Shipping Offices, but, if requiring information should apply to Steamship Company's Offices, or to Her Majesty's Emigration Commissioners.

LUGGAGE.

Household articles such as bedding and bed-linen, carpets, curtains, cutlery and articles of ornament, when already possessed by the emigrant, should be brought out, as the freight on these will be much less than similar articles would cost in Ontario, if bought here, and many other little household necessities which would not bring much, but would be greatly to the comfort of the emigrant in his new home. There should also be brought wearing apparel; and mechanic's tools and implements of trade, if not too cumbersome in their nature, should also be brought; but tobacco should not be bought for the express purpose of bringing them out to Canada, as those best suited to the work readily be procured in any part of the Province. Furniture of every kind should be disposed of at home, as it can be bought cheaper and more suitable in Canada.

Emigrant should in all cases, when able, pack their luggage in common wooden boxes, with iron bands at the corners. Ordinary trunks and portmanteaus being liable to be broken in the journey. In these boxes should be placed all the property of the emigrant, except what is necessary for use during the voyage. The name and destination of the emigrant should be painted on the box in letters at least 1 inch long; it should also be numbered and marked whether wanted on the voyage or not. These boxes should not

ould leave them at the rail-
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the cheapest place to pro-
place he will embark.

more than 3 feet 6 inches long, 2 feet 6 inches in width, and
the same in depth. The following Diagram will exemplify:

Per S. S. "Moravian" via Quebec.	
No. 1.	
JOHN BROWN,	
PASSENGER TO TORONTO,	
Not wanted on } the voyage. }	ONTARIO, CANADA.

provide his own bedding,
which consists in general of
, 6d.; one blanket, 3s. 6d.;
ug, 3d.; one tin plate, 3d.;
d fork, 6d.; two spoons, 2d;
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By adopting the foregoing rules, emigrants will be able at
once to claim their luggage on arrival at Quebec.

* The personal effects of emigrants are not liable for customs
duties on arrival in Canada.

ON BOARD SHIP.

As soon as the emigrant gets on board ship, he should read
the rules he is expected to obey. He will find them hung up
in different parts of the steerage. He should do his best to
keep himself and all about him clean, as this will add to his
own good health and comfort, and also to others. If he has
any grievance or cause of complaint, he should while on board
apply to the captain for redress; and if the grievance occurs
after landing, then to the Government Emigration Agent, who
will at once take steps to investigate the case. Emigrants are
especially cautioned not to attend to any of the remarks and
tales told them by interested parties, either on the voyage or
after their arrival.

ON ARRIVAL AT QUEBEC.

After disembarkation at Point Levis, Quebec, the emigrant
should at once secure his luggage as it is landed from the
steamer, and collect it in one place. This will enable the
Custom House Officers to expeditiously complete their work,
and the emigrants will be able to proceed on their westward
journey without any delay.

The Government Emigration Officer for the Province of
Ontario attends the arrival of every steamer, and is instructed
to give necessary information and assistance; and the
emigrant should immediately after landing report himself at
the Ontario Emigration Office on the wharf, near the steam-
ship landing.

The women and children, and small articles of luggage,
should at once be taken to the Emigration Depot, where
they can remain until the train is ready. The heavier lug-
gage, after being passed by the Custom House Officer, will be
carted to the Depot free of expense. Before leaving Point
Levis, the emigrant should see that his luggage is properly
checked, or the Railway Company will not be responsible for
the same.

Emigrants will find themselves accosted by runners for
different Hotels and public houses, offering cheap refresh-
ments: they will do well not to accompany these persons, as
every thing requisite will be found provided for them in the
Emigrant Depot, at the lowest charges. Emigrants will also
do well not to change any English money at Quebec, but to
wait until their arrival in the Province of Ontario, as
English money is more valuable there; but if obliged to
do so, they should enquire of the Emigration Agent the
amount of Canadian money they should receive for their
English.

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ing their hands to farming, will offer such an acquisition of great convenience and value.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition very long, but after a period of more or less duration they generally become employers of labour themselves. It is this moral certainty of rising in the social scale, when the proper means are employed, that brightens the hopes and stimulates the exertions of the needy settler.

When the extent and resources of Ontario are considered, with the salubrity of the climate, and the fact that it is within ten or twelve days' journey of the mother country, the greatly increased attention which it is now receiving as a promising field for emigration, is perfectly natural; and in proportion as correct information regarding its capabilities, and the substantial inducements it holds out to industrious settlers is disseminated and understood, will be the amount of emigration to its shores.

In coming to Ontario, old country people will find themselves surrounded by appliances of comfort and civilization similar to those which they left in the old land; the means of educating their children universally diffused; religious privileges almost identically the same; the old national feeling for the land of their fathers loyally cherished: and an easy means of intercourse, both by steam and telegraph, with the central heart of the great British Empire, of which Canadians are proud to boast that their country forms an integral and no inconsiderable part.

FREE GRANT LANDS.

The Free Grant Lands are open for settlement under the authority of the Free Grant and Homestead Act, which became law Feb. 28th, 1868.

The following is a summary of this Act, as amended in 1869, and of the Orders in Council made thereunder:—It authorizes the Lieutenant-Governor in Council to appropriate lands, not being mineral lands or pine timber lands, as free grants to actual settlers, under regulations to be made for that purpose; but such grants are confined to the lands in the Algoma and Nipissing Districts, and the lands between the Ottawa River and Georgian Bay, to the west of a line drawn from a point opposite the south east angle of the Township of Palmerston, north-westerly along the western boundary line of other townships to the Ottawa River, and north of the northern boundaries of Oso, Olden, Kennebec, Kalador, Elzevir, Madoc, Marmora, Belmont, Dummer, Smith, Ennismore, Somerville, Laxton, Carden, Rama, and the River Severn. No such grant is to be made to a person under 18, or for more than 200 acres. Failure to perform the settlement duties forfeits the location. The mines and minerals are reserved to the Crown. Every head of a family having children under 18 years of age can obtain, gratis, two hundred acres of land; and any person arrived at the age of 18 may obtain a grant of one hundred acres, in the Free Grant Districts.

Any locatee under said last-mentioned Act, being the male head of a family as aforesaid, shall be allowed to purchase an additional 100 acres at 50 cents per acre cash, at the time of such location, subject to the same reservations and conditions, and the performance of the same settlement duties, as are provided in respect of Free Grant locations by the 9th and 10th Sections of the said Act, except that actual residence and building on the land purchased will not be required.

The settlement duties are: to have 15 acres on each grant cleared and under crop, of which at least ten acres are to be cleared and cultivated annually for five years; to build a

In 1871, encourage provided the consolidated. Part of a plot of Grant located this Act and and in the dimensions of also provides exceed \$200 clearing, for parcel, and thereon, must locatee. Even the provision and to any Council then provisions a failure in performance of Act, the loc locatee, and shall cease."

The Towns of Nipissing which roads houses erected

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In 1871, the Legislature of Ontario passed an Act "to encourage settlement in the Free Grant Territory" and which provided that a certain sum should be set apart from the consolidated fund and be expended in the clearing and fencing of a plot of land not exceeding five acres on any one Free Grant location, which may be located under the provision of this Act and "the Free Grant and Homestead Act of 1868" and in the erection of a one story House on each lot, the dimensions of which should not be less than 16 ft. by 20 ft. It also provides that the expense as to any one lot should not exceed \$200 or £41.1.11 stg. The amount of the expense of clearing, fencing and erection as aforesaid, on each separate parcel, and the term of payment thereof and of the interest thereon, must be specified in every location ticket issued to a locatee. Every such parcel of land will continue subject to the provisions of "the Free Grant and Homestead Act of 1868" and to any regulations made or to be made by Order in Council thereunder, except so far as such regulations and provisions are varied by, or inconsistent with this Act. In failure in payment of such expense and interest, or in performance of settlement duties according to the said recited Act, the location shall be forfeited, and all rights of the locatee, and of every person claiming under him, in the land shall cease."

The Township of Ryerson, on the Maganetawan River, north of Nipissing Junction, has been selected for the purpose in which roads have been constructed, clearances made and houses erected.

Persons already located in the Township fully corroborate the report of the original survey of Ryerson, as to the large proportion of good land in the Township.

As a number of these "Homesteads" are ready for occupation this season, a speedy and successful settlement may be anticipated.

The Colonization Road enters the Township on its western limit, about twenty miles north of the Nipissing Junction Road, at the head of Lake Rosseau; and Messrs. Dodge & Co's. lumbering depot, at the north-west corner of the Township, guarantees to the settlers a market with an almost unlimited demand for all kinds of agricultural products.

THE FOLLOWING ARE THE REGULATIONS FOR LOCATION AND SETTLEMENT OF CLEARED LOTS IN THE TOWNSHIP OF RYERSON.

1. Locations will be made only to heads of families, who will be entitled to receive 200 acres of land each, with from three to five acres cleared, and a house erected thereon.
2. The whole cost of the improvements upon each lot will not exceed \$200.00.
3. Applications are to be made direct to the Commissioner of Agriculture and Public Works.
4. On the Commissioner's approval, a location ticket will be issued; when the locatee may make a selection from the lots not previously located.
5. At least one-sixth of the cost of the improvements upon each lot must be paid before a location ticket is issued, and the balance must be paid in five annual instalments, with interest at the rate of 5 per cent. per annum.
6. The whole cost of the improvements may be paid down at once, if the locatee so desires it. When the whole has been paid, and full settlement duties have been performed, by having 15 acres cleared and under crop, the patent for the land will be issued to the locatee.
7. All moneys due upon said lots for improvements, must

be otherwise education guardian who do care shall attend shall be subject to religious instruction management, and not port is compulsory foreign books in mitted. 7. Maps are directly supplied on all local applications granted. 8. Surplus.

Each township these three trustees. The rate payers Trustee, instead villages, Boards payers.

In 1870, there teachers employed 744,518 scholars. metry are taught are purely voluntary child can be common dians object. The both sexes may education. Their Technology for the nics, and in sciences. An Agricultural being organised, theoretical instruction.

PASSAGE

The "ALLAN LINE" the conveyance of connection with the passengers on

- S.S. Sarmatian
- " Scandinavia
- " Prussian.
- " Peruvian.
- " Nestorian
- " Hibernian
- " Nova Scotia

They sail from Thursday calling day to take on board go to Quebec passengers.

Cabin fare includes which can be obtained (£18 18s.) Inter bedding, and all passage includes \$31.50 (£6 6s.) to the railway car.

During the November until the Portland instead in operation there.

Steerage passengers bedding, and eating. First cabin passengers.

educated." 2. It provides that any parent or guardian who does not provide that any such child under his control attend some school, or be otherwise educated, is liable to certain penalties. 3. It provides for religious instruction. 4. The head of the department is a person, not a political officer. 5. Taxation for its support is compulsory on the part of the municipality. 6. No salaries in the English branches of instruction are permitted. Maps, school apparatus, prize and library books are supplied by the Department, and 100 per cent. of the appropriations for a similar purpose is likewise provided. Superannuated and worn-out teachers are pensioned. The township is divided into school sections, and in each of these trustees are elected to manage its school affairs. The trustees may, however, elect a township Board of Education instead of Section Trustees. In cities, towns and villages, the Trustees are also elected by the ratepayers. There were 4566 schools in operation, and 5165 teachers employed. Attending these schools there were 1,000,000 pupils. History, Bookkeeping, Algebra, and Geography are taught in nearly all the schools. Religious readings are compulsory with Trustees and Teachers, and no teacher is compelled to be present if their parents or guardians object. There are also high schools, where the youth of the township may receive either a classical or a commercial education. There has also been established a college of agriculture for the instruction of the higher branches of mechanical science as applied to the industrial and useful arts. The Agricultural College and Experimental Farm are maintained for the imparting of both practical and theoretical instruction.

TRAVEL FROM BRITAIN TO CANADA.

"NORTH LINE" OF MAIL STEAMERS, under contract for service of Canadian and United States Mails, run in connection with the Grand Trunk and other Railways, forwarding passengers on easy terms to all stations in Canada.

Atlantic.	S.S. Circassian.	S.S. Caspian.
Finlandian.	" Ottawa.	" European.
Germanic.	" Norway.	" St. David.
Italian.	" Austrian.	" Sweden.
Prussian.	" Moravian.	" St. Andrew.
Russian.	" Corinthian.	" St. Patrick.
Scotian.	" N. America.	" Polynesian.

Steamers sail from Liverpool to Quebec every Tuesday and Wednesday, calling at Londonderry (Ireland) on the following day, for mail passengers and mails; and from Glasgow to Quebec every Tuesday, calling at Dublin to embark passengers.

Passage includes provisions, but not wines or liquors, which may be obtained on board, \$78.75 (£15 15s.) to \$94.50 (£19 10s.). Intermediate passage includes provisions, beds, blankets, and all necessary utensils, \$47.50 (£9 9s.). Steerage includes a plentiful supply of cooked provisions. Baggage is taken from the ocean steamships free of expense.

During the winter months—from the beginning of November until the first week in April—the steamers go to the mouth of the St. Lawrence, the same railway facilities being available there.

Passengers require to provide their own beds and blankets, and eating and drinking utensils.

Passengers are allowed 20 cubic feet; intermediate passengers 10 cubic feet.

The Government of the United States has adopted a policy of restriction to individual immigration, so that the admission of immigrants is limited to a certain number of months' contract, and the following conditions must be complied with:

1st. The immigrant must be a person of legal age, and of sound mind and body, and of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

2nd. The immigrant must be presented to the Emigration Commission, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

3rd. The immigrant must be endorsed by the Emigration Commission, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

4th. The immigrant must be provided with a ticket, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

5th. At the time of the immigrant's arrival in the United States, the immigrant must be furnished with a ticket, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

Issues order of admission to certain conditions, and must be obtained on No. 11 Adam Street, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

INSTRUCTIONS TO UNITED STATES IMMIGRANTS.

Having decided to settle in the United States, the immigrant must first select a future home, and must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

On arrival at the port of destination, the immigrant must be of legal age, and must be of sound mind and body, and must be of good moral character, and must be approved by the Emigration Commission, and must possess a certificate of approval from the Emigration Commission.

ONTARIO

ASSISTED

The Government of Ontario will pay to regularly organized Emigration Societies in the United Kingdom or to individuals, the sum of six dollars (£1 4s. 8d. stg.) for every statute adult sent to this Province, at the end of three months' continuous residence in the Province, and on the following conditions:—

1st. The Society or individual sending out the Emigrant, in respect of whom the payment is to be asked, shall forward the Emigrant to London, or to a shipping port, to an Agent approved by the Government of Ontario; or where there is no such officer, to the Emigration Agent for Canada, with a certificate in form as furnished on application to any of the Emigration Agents or Societies above mentioned.

2nd. The Agent in Europe will, when the certificate is presented to him from the Society or individual sending out the Emigrant, see that at least seventy per cent. of the adult males are of the Agricultural or Farm Labourer class, and the residue Mechanics, such as Blacksmiths, Bricklayers, Carpenters, Cabinetmakers, Painters, Plasterers, Saddlers, Stonecutters, Shoemakers, Tailors, Tinsmiths, &c., and if he is satisfied that the Emigrants so being sent are of good character, and suited to the wants of the Province, and in respect of whom the Societies or individuals sending them should receive the Government allowance, he will endorse such certificates in the manner provided for in the "Form of Certificate" referred to.

3rd. The Emigrant on landing at Quebec must present the endorsed certificate to the Emigration Agent for the Province of Ontario, at his office on the Wharf at Point Lévis, who will again endorse the certificate, and give the Emigrant such advice and instructions as he may require.

4th. The Emigrant having reached the Agency in the Province of Ontario nearest to his intended destination, will then be provided for by the Local Agent, and sent by free pass or otherwise to where employment is to be had.

5th. At any time after three months from the date of the endorsement of the certificate at Quebec, and on proof being furnished that the Emigrant has during the interval been and still is a settler in the Province, the Government of Ontario will pay to the Society or individual issuing the certificate the sum of six dollars (£1 4s. 8d. stg.) per statute adult.

THE DOMINION GOVERNMENT

Issues orders for passage warrants at reduced rates, under certain conditions, of which all necessary information can be obtained on application to W. Dixon, Esq., Emigration Agent, No. 11 Adam Street, Adelphi, London, England; or to any of the Canadian Emigration Agents in Europe.

THE DOMINION GOVERNMENT

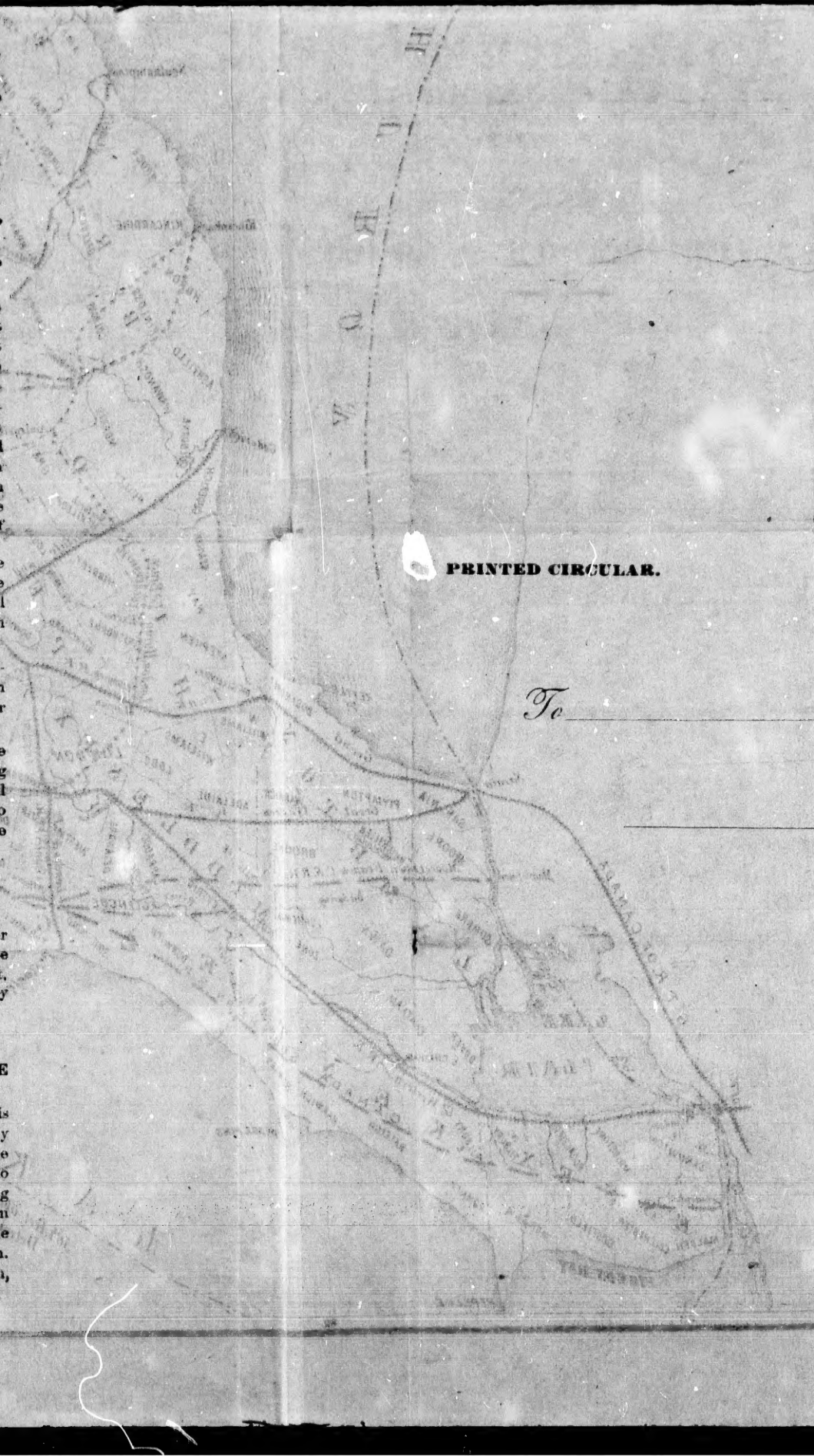
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INSTRUCTIONS TO EMIGRANTS BEFORE LEAVING THE UNITED KINGDOM, AS TO TAKING PASSAGE.

Having determined on making the Province of Ontario his future home, the intending emigrant should at once apply to one of the Canadian Government Emigration Agents, whose names are mentioned in the margin of the within map, or to one of the Agents of the different steamship lines running from ports in the United Kingdom to Quebec, for information as to the passage to Canada. In all cases when practicable the emigrant should book through to his final destination. On arrival at the port of embarkation in the United Kingdom,

INSTRUCTIONS TO EMIGRANTS BEFORE LEAVING THE UNITED KINGDOM

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